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ANNUAL REPORT OF THE

United States Life-Saving Service

FOR THE FISCAL YEAR ENDED JUNE 30

1908

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WASHINGTON
GOVERNMENT PRINTING OFFICE
1909

TREASURY DEPARTMENT,
Document No. 2536.
Office of the Life-Saving Service.

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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

(In conformity with acts of Congress approved June 18, 1878, and May 4, 1882.)

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.
 OLIVER M. MAXAM, Assistant General Superintendent, Washington, D. C.
 SENIOR CAPT. FRANK H. NEWCOMB, U. S. Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 379 Washington street, New York, N. Y.

DISTRICT SUPERINTENDENTS.

District.	Name.	Post-office Address.
First.....	Silas H. Harding.....	Portsmouth, N. H.
Second.....	George W. Bowley.....	Provincetown, Mass.
Third.....	Herbert M. Knowles.....	Wakefield, R. I.
Fourth.....	Arthur Dominy.....	Bayshore, N. Y.
Fifth.....	John G. W. Havens.....	Point Pleasant, N. J.
Sixth.....	William E. Tunnell.....	Lewes, Del.
Seventh.....	Patrick H. Morgan.....	Shawboro, N. C.
Eighth.....	Hiram B. Shaw.....	205 Main street, Jacksonville, Fla.
Ninth.....	William A. Hutchings.....	Galveston, Tex.
Tenth.....	Edwin E. Chapman.....	Buffalo, N. Y.
Eleventh.....	Jerome G. Kiah.....	Harbor Beach, Mich.
Twelfth.....	Charles Morton.....	Grand Haven, Mich.
Thirteenth.....	George H. Varney.....	Room 35, New Appraisers' Stores, San Francisco, Cal.

ASSISTANT INSPECTORS.

First.....		
Second.....	Lieut. Randolph Ridgely, jr., United States Revenue-Cutter Service.	Room 148 Post-Office building, or P. O. Box 1908, Boston, Mass.
Third.....	Lieut. Samuel P. Edmonds, United States Revenue-Cutter Service.	Patchogue, N. Y.
Fourth.....		Red Bank, N. J.
Fifth.....	Lieut. Claude S. Cochran, United States Revenue-Cutter Service.	
Sixth.....	Capt. Horace B. West, United States Revenue-Cutter Service.	Onancock, Va.
Seventh.....	Lieut. Colin S. Craig, United States Revenue-Cutter Service.	Elizabeth City, N. C.
Eighth.....		{ Post-Office and Custom-House building, Savannah, Ga.
Ninth.....		
Tenth.....	Lieut. Samuel B. Winram, United States Revenue-Cutter Service.	{ Room 204, Post-Office building, Detroit, Mich.
Eleventh.....	Lieut. James G. Ballinger, United States Revenue-Cutter Service.	{ No. 500 Federal building, Chicago, Ill.
Twelfth.....	Capt. Howard Emery, United States Revenue-Cutter Service.	{ Post-Office building, Portland, Oreg.
Thirteenth.....	Lieut. Aaron L. Gamble, United States Revenue-Cutter Service.	{ Washington, D. C.
On special duty....	Lieut. Benjamin M. Chiswell, United States Revenue-Cutter Service.	{ Do.

UNITED STATES LIFE-SAVING SERVICE.

SUPERINTENDENTS OF CONSTRUCTION, LIFE-SAVING STATIONS.

ATLANTIC AND LAKE COASTS.

Name.	Post-office address.
Senior Capt. Frank H. Newcomb, United States Revenue-Cutter Service.	No. 379 Washington street, New York, N. Y.
Senior Capt. F. G. F. Wadsworth, United States Revenue-Cutter Service.	Do.

PACIFIC COAST.

Capt. Howard Emery, United States Revenue-Cutter Service.	Post-office building, Portland, Oreg.
Senior Capt. F. G. F. Wadsworth, United States Revenue-Cutter Service.	No. 379 Washington street, New York, N. Y.

BOARD ON LIFE-SAVING APPLIANCES.

Name.	Post-office address.
Otto H. Tittmann, President, Superintendent United States Coast and Geodetic Survey.	Washington, D. C.
Edwin E. Chapman, Recorder, superintendent, tenth life-saving district...	Buffalo, N. Y.
Col. David A. Lytle, U. S. Army.....	Ordinance Department, Augusta Arsenal, Augusta, Ga.
Lieut. Aaron L. Gamble, United States Revenue-Cutter Service.....	Washington, D. C.
Silas H. Harding, superintendent, first life-saving district.....	Portsmouth, N. H.
Jerome G. Kiah, superintendent, eleventh life-saving district.....	Harbor Beach, Mich.
Herbert M. Knowles, superintendent, third life-saving district.....	Wakefield, R. I.

SUPERINTENDENT OF TELEPHONE LINES.

William Bolton.....	Delawanna, N. J.
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LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 25, 1908.

SIR: As required by section 7 of the act of June 18, 1878, I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1908, and of the expenditures of moneys appropriated for the maintenance of the Service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. GEO. B. CORTELYOU,
Secretary of the Treasury.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.
—
1908.

OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE, 1908.

CLASSIFICATION OF DISTRICTS AND STATIONS.

At the close of the year the Life-Saving Establishment comprised 280 stations, embraced within 13 districts as follows:

ATLANTIC AND GULF COASTS.

First district (coasts of Maine and New Hampshire).....	14
Second district (coast of Massachusetts).....	32
Third district (coasts of Rhode Island and Fishers Island).....	9
Fourth district (coast of Long Island).....	33
Fifth district (coast of New Jersey).....	42
Sixth district (coast from Cape Henlopen to Cape Charles).....	19
Seventh district (coast from Cape Henry to Cape Fear River).....	34
Eighth district (coasts of South Carolina, Georgia, and eastern Florida).....	10
Ninth district (Gulf coast).....	8

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COASTS OF THE GREAT LAKES.^a

Tenth district (Lakes Erie and Ontario, including Louisville station).....	12
Eleventh district (Lakes Huron and Superior).....	18
Twelfth district (Lake Michigan).....	31

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PACIFIC COAST.^b

Thirteenth district.....	18
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SUMMARY.

Atlantic and Gulf coasts.....	201
Coasts of the Great Lakes.....	61
Pacific coast.....	18

Total..... 280

PERIODS OF EMPLOYMENT OF SURFMEN.

The following statement shows the periods during which the stations were manned (termed the active season) and the number of surfmen employed at each station. Keepers are on duty at the stations throughout the year.

^a Including 1 station at the Falls of the Ohio, Louisville, Ky.

^b Including 1 station at Nome, Alaska.

Districts.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cranberry Islands, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Portsmouth Harbor, Wallis Sands, Rye Beach, and Hampton Beach. Burnt Island and Damiscope Island.....	6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
	White Head.....	6 surfmen from Aug. 1, 1907, to May 31, 1908, and 2 additional surfmen from Nov. 1, 1907, to Mar. 31, 1908.
	Cross Island and Great Wass Island.....	6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Sept. 1, 1907, to May 31, 1908.
2	Sallsbury Beach, Newburyport, Plum Island, Straitsmouth, Gloucester, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Parnet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Coskata, Surfside, Maddequet, Muskeget, Gay Head, and Cuttyhunk. Chatham, Monomoy, and Monomoy Point....	6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
	City Point.....	7 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
3	Brenton Point Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island. Fishers Island.....	9 surfmen from July 1 to Nov. 15, 1907, and from May 1 to June 30, 1908.
		6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point. Fire Island.....	7 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
		6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Aug. 1, 1907, to Mar. 31, 1908.
5	Spermaceti Cove, Seabright, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tathams, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May. Monmouth Beach.....	6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
	Sandy Hook.....	7 surfmen from Aug. 1, 1907, to May 31, 1908.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, and Metomkin Inlet. Parramore Beach.....	8 surfmen from Aug. 1, 1907, to May 31, 1908.
		6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
	Lewes, Wallops Beach, Wachapreague, Hog Island, Cobb Island, and Smith Island. Assateague Beach.....	6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to May 31, 1908.
	Bethany Beach.....	7 surfmen from Aug. 1, 1907, to May 31, 1908.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Cafferys Inlet, Paul Gamels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, Portsmouth, Core Bank, Fort Macon, and Bogue Inlet.	8 surfmen from Aug. 1, 1907, to May 31, 1908.
		6 surfmen from Oct. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
		6 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.

Districts.	Stations.	Periods of employment (all dates inclusive).
7	New Inlet and Hatteras Inlet..... Oak Island.....	7 surfmen from Aug. 1, 1907, to May 31, 1908. 7 surfmen from Aug. 1, 1907, to May 31, 1908, and 1 additional surfman from Nov. 1, 1907, to Mar. 31, 1908.
	Cape Henry, Cape Hatteras, Creeds Hill, Cape Lookout, and Cape Fear.	8 surfmen from Aug. 1, 1907, to May 31, 1908.
as	Sullivan's Island.....	6 surfmen from Aug. 1, 1907, to May 31, 1908.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1907, to May 31, 1908.
	San Luis.....	7 surfmen from Aug. 1, 1907, to May 31, 1908.
10	Big Sandy and Niagara.....	7 surfmen from July 1 to Dec. 8, 1907, and from Apr. 12 to June 30, 1908.
	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 8, 1907, and from Apr. 12 to June 30, 1908.
	Ashtabula and Marblehead.....	7 surfmen from July 1 to Dec. 12, 1907, and from Apr. 5 to June 30, 1908.
	Buffalo and Erie.....	8 surfmen from July 1 to Dec. 12, 1907, and from Apr. 12 to June 30, 1908.
	Fairport and Cleveland.....	8 surfmen from July 1 to Dec. 12, 1907, and from Apr. 5 to June 30, 1908.
	Louisville.....	7 surfmen from July 1, 1907, to June 30, 1908.
11	Lake View Beach.....	7 surfmen from July 1 to Dec. 9, 1907, and from Apr. 13 to June 30, 1908.
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, Middle Island, Hammond, and Bois Blanc.	8 surfmen from July 1 to Dec. 9, 1907, and from Apr. 13 to June 30, 1908.
	Vermilion, Crisps, Two Heart River, and Deer Park.	7 surfmen from July 1 to Dec. 12, 1907, and from Apr. 26 to June 30, 1908.
	Grand Marais.....	8 surfmen from July 1 to Dec. 12, 1907, and from Apr. 26 to June 30, 1908.
	Marquette.....	8 surfmen from July 1 to Dec. 3, 1907, and from Apr. 27 to June 30, 1908.
	Portage.....	8 surfmen from July 1 to Dec. 9, 1907, and from Apr. 26 to June 30, 1908.
	Duluth.....	8 surfmen from July 1 to Dec. 12, 1907, and from Apr. 20 to June 30, 1908.
12	Charlevoix, North Manitou Island, South Manitou Island, Sleeping Bear Point, Point Betsey, Frankfort, Manistee, Grande Pointe au Sable, Ludington, Pentwater, White River, Muskegon, Holland, South Haven, Saint Joseph, Michigan City, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1907, and from Apr. 1 to June 30, 1908.
	Grand Haven, South Chicago, Jackson Park, Old Chicago, Milwaukee, and Sheboygan.	8 surfmen from July 1 to Nov. 30, 1907, and from Apr. 1 to June 30, 1908.
13	Nome, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1907, to June 30, 1908.
	Grays Harbor, Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside.	8 surfmen from July 1, 1907, to June 30, 1908.
	Cape Disappointment, and Point Adams.....	8 surfmen from July 1, 1907, to June 30, 1908, and 1 additional surfman from July 1 to Aug. 25, 1907, and from Apr. 15 to June 30, 1908.
	Golden Gate.....	9 surfmen from July 1, 1907, to June 30, 1908.
	Tillamook Bay.....	1 surfman from May 14 to 20, 1908, and 7 surfmen from May 21 to June 30, 1908.

^a Nine of the 10 stations in the Eighth district are maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

STATISTICAL STATEMENT.

During the year 1,094 vessels were involved in disaster within the field of life-saving operations. Of a total of 5,712 persons on board these vessels, 22 were lost. The estimated value of the vessels was \$10,390,955, and of their cargoes \$3,139,270, making the aggregate value of the two classes of property \$13,530,225. The value of the property saved was \$11,666,435, and of that lost, \$1,863,790. The vessels totally lost numbered 56. The apportionment of these figures between documented and undocumented craft (the last-

mentioned class including vessels of less than 5 tons burden) is shown in the following table:

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	386	708	1,094
Number of vessels totally lost.....	52	4	56
Number of persons on board.....	3,749	1,963	5,712
Number of persons lost.....	16	6	22
Number of persons succored at stations.....	421	141	a 562
Number of days' succor afforded.....	848	152	1,000
Value of vessels.....	\$9,776,725	\$614,230	\$10,390,955
Value of cargoes.....	\$3,135,190	\$4,080	\$3,139,270
Total value of property involved.....	\$12,911,915	\$618,310	\$13,530,225
Value of property saved.....	\$11,056,805	\$609,630	b \$11,666,435
Value of property lost.....	\$1,855,110	\$8,680	\$1,863,790

a These figures also include persons to whom succor was given who were not on board vessels embraced in table of casualties.

b It should not be understood that the entire amount represented by these figures was saved by the Service. A considerable portion was saved by salvage companies, wrecking tugs, and other instrumentalities, often working in conjunction with the surfmen. It is manifestly impossible to apportion the relative results accomplished. It is equally impossible to give even an approximate estimate of the number of lives saved by the station crews. It would be preposterous to assume that all those on board vessels suffering disaster who escaped would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews escaping disaster entirely are undoubtedly saved by the warning signals of the patrolmen, while in numerous cases, either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued even though no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board, and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life," and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

The year's record shows 39 more disasters for the larger class of vessels and 217 more for the smaller craft than occurred during 1907, making a total excess of 246 vessels over the number given last year. This increase in the number of casualties to vessels of the larger class is chiefly due to the exceptional mildness of the winter season of 1906-7, and to the fact that the installation of power in the service lifeboats has greatly extended the scope of rescue and salvage operations, making it possible to render assistance to a larger number of vessels. With respect to undocumented vessels the increase is attributable in some measure to the same reasons, but principally to the fact that the use of power launches is becoming so general. The number of accidents to this type of craft alone during the year was 330—nearly one-third of the total for all classes of vessels.

The following tabular statement shows the apportionment of the figures in the preceding table to the several coasts of the country:

ATLANTIC AND GULF COASTS.

First district—coasts of Maine and New Hampshire.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	34	33	67
Number of vessels totally lost.....	5	1	6
Number of persons on board.....	240	82	322
Number of persons lost.....			
Number of persons succored at stations.....	25	10	35
Number of days' succor afforded.....	47	10	57
Value of vessels.....	\$263,350	\$17,745	\$281,095
Value of cargoes.....	\$32,875	\$400	\$33,275
Total value of property involved.....	\$316,225	\$18,145	\$334,370
Value of property saved.....	\$248,350	\$17,670	\$266,020
Value of property lost.....	\$67,875	\$475	\$68,350

Second district—coast of Massachusetts.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	77	138	215
Number of vessels totally lost.....	5	-----	5
Number of persons on board.....	771	363	1,134
Number of persons lost.....	-----	5	5
Number of persons succored at stations.....	112	22	134
Number of days' succor afforded.....	167	26	193
Value of vessels.....	\$1,063,000	\$95,620	\$1,158,620
Value of cargoes.....	\$245,730	\$95	\$245,825
Total value of property involved.....	\$1,308,730	\$95,715	\$1,404,445
Value of property saved.....	\$953,240	\$94,295	\$1,047,535
Value of property lost.....	\$355,490	\$1,420	\$356,910

Third district—coasts of Rhode Island and Fishers Island.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	22	9	31
Number of vessels totally lost.....	12	-----	12
Number of persons on board.....	120	10	130
Number of persons lost.....	-----	-----	-----
Number of persons succored at stations.....	32	3	35
Number of days' succor afforded.....	41	5	46
Value of vessels.....	\$220,125	\$6,985	\$227,110
Value of cargoes.....	\$16,450	\$45	\$16,495
Total value of property involved.....	\$236,575	\$7,030	\$243,605
Value of property saved.....	\$141,140	\$7,025	\$148,165
Value of property lost.....	\$95,435	\$5	\$95,440

Fourth district—coast of Long Island.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	28	36	64
Number of vessels totally lost.....	5	-----	5
Number of persons on board.....	488	91	579
Number of persons lost.....	-----	-----	-----
Number of persons succored at stations.....	86	21	107
Number of days' succor afforded.....	285	21	306
Value of vessels.....	\$1,826,800	\$22,500	\$1,849,300
Value of cargoes.....	\$769,870	\$480	\$770,350
Total value of property involved.....	\$2,596,670	\$22,980	\$2,619,650
Value of property saved.....	\$2,066,470	\$22,895	\$2,089,365
Value of property lost.....	\$530,200	\$85	\$530,285

Fifth district—coast of New Jersey.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	44	53	97
Number of vessels totally lost.....	5	1	6
Number of persons on board.....	346	193	539
Number of persons lost.....	-----	-----	-----
Number of persons succored at stations.....	23	15	38
Number of days' succor afforded.....	57	15	72
Value of vessels.....	\$1,448,950	\$186,125	\$1,635,075
Value of cargoes.....	\$491,150	\$430	\$491,580
Total value of property involved.....	\$1,940,100	\$186,555	\$2,126,655
Value of property saved.....	\$1,858,575	\$184,705	\$2,043,280
Value of property lost.....	\$81,525	\$1,850	\$83,375

Sixth district—coast from Cape Henlopen to Cape Charles.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	24	10	34
Number of vessels totally lost.....	1	1	2
Number of persons on board.....	177	19	196
Number of persons lost.....	.....	.....	.....
Number of persons succored at stations.....	58	2	60
Number of days' succor afforded.....	113	2	115
Value of vessels.....	\$511,850	\$7,340	\$519,190
Value of cargoes.....	\$82,530	\$425	\$82,955
Total value of property involved.....	\$594,380	\$7,765	\$602,145
Value of property saved.....	\$516,825	\$7,610	\$524,435
Value of property lost.....	\$77,555	\$155	\$77,710

Seventh district—coast from Cape Henry to Cape Fear River.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	33	15	48
Number of vessels totally lost.....	5	.....	5
Number of persons on board.....	251	24	275
Number of persons lost.....	8	.....	8
Number of persons succored at stations.....	35	3	38
Number of days' succor afforded.....	51	3	54
Value of vessels.....	\$588,950	\$10,455	\$599,405
Value of cargoes.....	\$292,275	\$245	\$292,520
Total value of property involved.....	\$881,225	\$10,700	\$891,925
Value of property saved.....	\$818,395	\$10,700	\$829,095
Value of property lost.....	\$62,830	.....	\$62,830

Eighth district—coasts of South Carolina, Georgia, and eastern Florida.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	3	21	24
Number of vessels totally lost.....	.....	.....	.....
Number of persons on board.....	56	49	105
Number of persons lost.....	.....	.....	.....
Number of persons succored at stations.....	4	9	13
Number of days' succor afforded.....	10	9	19
Value of vessels.....	\$213,500	\$16,790	\$230,290
Value of cargoes.....	\$151,500	\$130	\$151,630
Total value of property involved.....	\$365,000	\$16,920	\$381,920
Value of property saved.....	\$265,000	\$16,710	\$281,710
Value of property lost.....	\$100,000	\$210	\$100,210

Ninth district—Gulf coast.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	16	30	46
Number of vessels totally lost.....	2	.....	2
Number of persons on board.....	68	119	187
Number of persons lost.....	.....	.....	.....
Number of persons succored at stations.....	3	4	7
Number of days' succor afforded.....	3	9	12
Value of vessels.....	\$69,700	\$28,420	\$98,120
Value of cargoes.....	\$14,430	\$30	\$14,460
Total value of property involved.....	\$84,130	\$28,450	\$112,580
Value of property saved.....	\$76,790	\$28,035	\$104,825
Value of property lost.....	\$7,340	\$415	\$7,755

COASTS OF THE GREAT LAKES.

Tenth district—coasts of Lakes Erie and Ontario.^a

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	8	100	108
Number of vessels totally lost.....	2	1	3
Number of persons on board.....	63	346	409
Number of persons lost.....	1	1	1
Number of persons succored at stations.....	1	21	22
Number of days' succor afforded.....	1	21	22
Value of vessels.....	\$371,900	\$59,990	\$431,890
Value of cargoes.....	\$1,200	\$690	\$1,890
Total value of property involved.....	\$373,100	\$60,680	\$433,780
Value of property saved.....	\$350,450	\$59,775	\$410,225
Value of property lost.....	\$22,650	\$905	\$23,555

^a Including station at Louisville, Ky.*Eleventh district—Lakes Huron and Superior.*

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	21	101	122
Number of vessels totally lost.....	2	1	3
Number of persons on board.....	261	219	480
Number of persons lost.....	6	1	6
Number of persons succored at stations.....	23	3	26
Number of days' succor afforded.....	34	3	37
Value of vessels.....	\$1,076,700	\$43,560	\$1,120,260
Value of cargoes.....	\$483,825	\$245	\$484,070
Total value of property involved.....	\$1,560,525	\$43,805	\$1,604,330
Value of property saved.....	\$1,422,700	\$42,270	\$1,464,970
Value of property lost.....	\$137,825	\$1,535	\$139,360

Twelfth district—coast of Lake Michigan.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	43	117	160
Number of vessels totally lost.....	4	1	4
Number of persons on board.....	640	354	994
Number of persons lost.....	2	1	2
Number of persons succored at stations.....	18	20	38
Number of days' succor afforded.....	34	20	54
Value of vessels.....	\$1,665,000	\$98,010	\$1,763,010
Value of cargoes.....	\$474,505	\$660	\$475,165
Total value of property involved.....	\$2,139,505	\$98,670	\$2,238,175
Value of property saved.....	\$2,056,515	\$97,540	\$2,154,055
Value of property lost.....	\$82,990	\$1,130	\$84,120

PACIFIC COAST.

Thirteenth district.^a

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	33	45	78
Number of vessels totally lost.....	4	1	4
Number of persons on board.....	268	94	362
Number of persons lost.....	1	1	2
Number of persons succored at stations.....	5	8	13
Number of days' succor afforded.....	5	8	13
Value of vessels.....	\$456,900	\$20,690	\$477,590
Value of cargoes.....	\$58,850	\$205	\$59,055
Total value of property involved.....	\$515,750	\$20,895	\$536,645
Value of property saved.....	\$282,355	\$20,400	\$302,755
Value of property lost.....	\$233,395	\$495	\$233,890

^a Including station at Nome, Alaska.

SUMMARY FOR THE YEAR. .

Atlantic and Gulf coasts.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	281	345	626
Number of vessels totally lost.....	40	2	42
Number of persons on board.....	2,517	950	3,467
Number of persons lost.....	8	5	13
Number of persons succored at stations.....	378	89	467
Number of days' succor afforded.....	774	100	874
Value of vessels.....	\$6,206,225	\$391,980	\$6,598,205
Value of cargoes.....	\$2,116,810	\$2,280	\$2,119,090
Total value of property involved.....	\$8,323,035	\$394,260	\$8,717,295
Value of property saved.....	\$6,944,785	\$389,645	\$7,334,430
Value of property lost.....	\$1,378,250	\$4,615	\$1,382,865

Coasts of the Great Lakes.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	72	318	390
Number of vessels totally lost.....	8	2	10
Number of persons on board.....	964	919	1,883
Number of persons lost.....	8	1	9
Number of persons succored at stations.....	42	44	86
Number of days' succor afforded.....	69	44	113
Value of vessels.....	\$3,113,600	\$201,560	\$3,315,160
Value of cargoes.....	\$959,530	\$1,595	\$961,125
Total value of property involved.....	\$4,073,130	\$203,155	\$4,276,285
Value of property saved.....	\$3,829,665	\$199,585	\$4,029,250
Value of property lost.....	\$243,465	\$3,570	\$247,035

Pacific coast.

	Documented.	Undocu- mented.	Total.
Number of vessels involved.....	33	45	78
Number of vessels totally lost.....	4	—	4
Number of persons on board.....	268	94	362
Number of persons lost.....	—	—	—
Number of persons succored at stations.....	1	8	9
Number of days' succor afforded.....	5	8	13
Value of vessels.....	\$456,900	\$29,690	\$477,590
Value of cargoes.....	\$58,850	\$205	\$59,055
Total value of property involved.....	\$515,750	\$20,895	\$536,645
Value of property saved.....	\$282,355	\$20,400	\$302,755
Value of property lost.....	\$233,395	\$495	\$233,890

GENERAL SUMMARY.

[Combining both classes of vessels.]

	Atlantic and Gulf coasts.	Lake coasts.	Pacific coast.	Total.
Number of vessels involved.....	626	390	78	1,094
Number of vessels totally lost.....	42	10	4	56
Number of persons on board.....	3,467	1,883	362	5,712
Number of persons lost.....	13	9	—	22
Number of persons succored at stations.....	467	86	9	562
Number of days' succor afforded.....	874	113	13	1,000
Value of vessels.....	\$6,598,205	\$3,315,160	\$477,590	\$10,390,955
Value of cargoes.....	\$2,119,090	\$961,125	\$59,055	\$3,139,270
Total value of property involved.....	\$8,717,295	\$4,276,285	\$536,645	\$13,530,225
Value of property saved.....	\$7,334,430	\$4,029,250	\$302,755	\$11,666,435
Value of property lost.....	\$1,382,865	\$247,035	\$233,890	\$1,863,790

Of the 1,094 vessels included in the foregoing tabulation, 861, valued with their cargoes at \$4,447,460, were assisted by the service crews alone; 192 vessels, valued with their cargoes at \$8,109,710, were aided by the life-saving crews in cooperation with revenue cutters, tugs, and other agencies; 13 vessels, valued with their cargoes at \$502,445, were assisted only by private parties; and 28 vessels, valued with their cargoes at \$470,610, received no assistance from any source. It may be explained that the last-mentioned cases include those instances in which shipmasters refused to accept proffered aid, or in which distance or conditions of travel along the coast prevented the station crews from getting to scenes of disaster in time to be of service.

In addition to the assistance afforded by the station crews as above set forth, aid of minor importance was given to 89 documented, and 210 undocumented vessels for which no property values, etc., are presented, making the total number of vessels assisted by the service 1,352. The station crews also saved the lives of 56 persons who were in situations of peril unassociated with disasters to vessels, and succored 156 persons in distress arising from causes unrelated to shipwreck.

Warning signals were made by the beach patrol and station watchmen to 219 vessels running into danger, 199 of the warnings having been given at night and 20 in the daytime. Of the vessels so warned 97 were steamers.

FOREIGN VESSELS ENDANGERED.

While American shipping is the largest beneficiary of the country's life-saving service, the maritime interests of other countries nevertheless have reason to be thankful for assistance rendered by the station crews. During the year 36 foreign vessels met disaster within the scope of service operations, 17 of which were steamers and 19 sailing craft. All of these but four were documented. The combined tonnage of those belonging in the documented class was 47,465. The amount of property and number of lives involved, etc., in these cases and the apportionment of the same among the several nations interested are shown in the following table:

Registry.	Number of vessels involved.	Tonnage.	Estimated value of vessels.	Estimated value of cargoes.	Total value of property involved.	Value of property lost.	Number of persons on board	Lives lost.
British.....	27	25,432	\$1,126,250	\$461,215	\$1,587,465	\$379,115	406	.....
German.....	3	8,475	790,000	370,000	1,160,000	265,000	96	.....
Austrian.....	1	4,731	350,000	105,000	455,000	.....	48	.....
Norwegian.....	4	5,531	270,000	45,000	315,000	99,000	69	.....
Cuban.....	1	3,296	200,000	150,000	350,000	100,000	40	.....
Total....	36	47,465	2,736,250	1,131,215	3,867,465	843,115	659	.....

VESSELS TOTALLY LOST.

Of the 56 vessels lost during the year within the field of the service 12 were steamers, 43 sailing craft, and one a small boat. Only four of the entire number were undocumented. Five of the lost vessels were of British, one of German, and one of Norwegian registry. The value of the property involved and lost in these disasters, the number

of persons on board the destroyed vessels, the number of lives lost, and the several countries to which the vessels belonged, etc., are shown as follows:

Registry.	Number of vessels lost	Estimated value of vessels.	Estimated value of cargoes.	Total value of property involved.	Value of property lost.	Number of persons on board.	Lives lost.
American.....	49	\$403,090	\$88,640	\$491,730	\$478,280	280	6
British.....	5	203,000	145,965	348,965	348,890	115	.....
German.....	1	60,000	200,000	260,000	250,000	33	.....
Norwegian.....	1	80,000	15,000	95,000	95,000	23	.....
Total.....	56	746,090	449,605	1,195,695	1,172,170	451	6

MISCELLANEOUS SERVICE.

As heretofore, the life-saving crews performed valuable service during the year which had no connection with wreck duty. These men are looked to by the general public in the localities of the stations for assistance in overcoming various difficulties and meeting divers situations of need that would ordinarily fall within the purview of the local authorities or engage the attention of private interests or persons. While the services they thus render to their neighbors and others is not related to the saving of life and property from shipwreck, it is nevertheless in the majority of cases humanitarian in character, and such as could not be withheld without subjecting the service to criticism. Moreover, the willingness of the station crews to meet such occasional demands tends to promote a spirit of good feeling toward them on the part of the community which may at any time be turned to the advantage of the service when the life-savers themselves—as sometimes happens—are in need of outside help to save a vessel or rescue a ship's company.

Frequently the crews have to act the part of the physician or surgeon, the station medicine chest, and a modest knowledge of the treatment of wounds and the administration of simple remedies which they are obliged to acquire, enabling them—on occasion—to render effective first aid. Sometimes they are called upon to assume the prerogatives of the police, apprehending thieves and recovering stolen property. Again, they become fire fighters, in which capacity, working alone or in cooperation with local fire brigades, they perform yeoman service, as the record shows. They also recover and restore to the owners lost property of considerable value in the aggregate. A tabular statement of the year's work, falling under the above caption, will be found on pages 168-186. For convenience of reference the 565 instances of service have been classified under 10 headings, as follows:

Miscellaneous rescues; Aid to the sick and injured; Succor afforded at the stations; Cases of resuscitation; Recovery of bodies; Recovery of property; Assistance at fires; Transportation furnished; Assistance to other branches of the Government; Unclassified service.

Of the miscellaneous rescues effected, 51 of the 56 persons involved were in danger of drowning; 26 of the 51 had fallen into the water from piers, boats, etc.; 13 were imperiled bathers and swimmers; 3

had drifted to sea (2 on raft, 1 on a drygoods box); 2 were cut off from land by rising tide; 3 were in a building that had been undermined by the sea; and 4 were adrift on ice. Of the 5 persons remaining, 1 had attempted suicide, 1 (an intoxicated man) was taken from a snow drift, 2 were found helpless on the beach, and 1 (a child) was discovered hanging head downward, with its foot fast in a fence. Of the 50 persons receiving medical and surgical attention, 28 were suffering from sickness, 17 from cuts and bruises, 2 from broken bones, 2 from burns, and 1 from a gunshot wound. In the 68 instances in which succor was afforded by the crews to persons other than those on board distressed vessels, the circumstances of need or distress which brought to the stations the beneficiaries of the life-savers' hospitality were varied. Some had lost their way on the beach, some were in need of food or dry clothing, others were wayfarers overtaken by night, while a considerable number were driven to seek refuge at the stations by the severity of the weather. How many persons were cared for can not be definitely stated, but the number is somewhere near 175. Eight persons taken from the water during the year in an unconscious condition owe their lives to the prompt resuscitative work of the station crews. There were recovered a total of 170 bodies of persons who had come to their death by drowning and in other ways in the localities of the stations. Fifty-two of this number had fallen overboard from vessels and 16 from piers, or other structures or elevations connected with the shore; 17 were bathers and swimmers; 3 were suicides; 2 fell through the ice, and 1 froze to death on the tundra 58 miles from Nome, Alaska, the body having been recovered by the keeper of the Nome station with a dog team. In the 79 instances remaining the circumstances of death are not known, although it can be stated that nearly all of the unfortunates came to their end in the water. Under the heading "Recovery of property" are shown 92 instances of service. Included in the list of articles recovered are found upward of 3 dozen fish nets, nearly the same number of domestic animals, 5 runaway teams, several lots of lumber, 1 bicycle, 1 load of hay, 2 automobiles, and a balloon. A very important share of the miscellaneous work of the crews is that classified under "Assistance at fires." There were 35 instances of such service during the year, involving 25 dwellings, 2 light-house structures, 1 store building, 2 grain elevators, 1 mill, 3 hotels, 1 wireless telegraph station, 1 church, 3 bath houses, 2 barns, 1 warehouse, 1 club house, and 1 freight house. Included in the 35 cases were also 8 grass and forest fires.

Upon 53 separate occasions the crews furnished transportation to persons seeking such assistance at the stations. The aid thus extended was for the most part performed with the service boats in carrying ship masters, pilots, and others to and from vessels. In several instances transportation was afforded by land, the station teams being used for the purpose. In every case the aid thus extended was given under circumstances of immediate necessity, being more or less humanitarian in character, and in no wise affecting private interests engaged in furnishing transportation to the public.

The life-savers rendered substantial assistance to other branches of the public service on 58 occasions in the performance of such work as locating, reporting and marking wrecks, taking soundings, setting and recovering buoys, reporting buoys adrift, marking channels,

bringing United States mail ashore from vessels, carrying important messages, etc. In 37 of these instances the Light-House Establishment was the beneficiary; in 8, the Corps of Engineers; in 3, the Navy Department; in 3, the Immigration Service; in 3, the Public Health and Marine Hospital Service; in 2, the Post-Office Department; in 1, the Coast Survey; and in 1, the Fish Commission.

There were 15 instances of service that could be recorded only under the 10th heading, viz., "unclassified service." In one of these cases a station crew assisted in cornering thieves and delivering them to the police; in another, 2 runaway boys were captured and returned to their parents; on 2 occasions escaped lunatics were apprehended, and in 1 instance a corpse was disinterred and prepared for shipment.

BOATS AND APPARATUS USED.

The following table shows the number of times the boats and life-saving appliances of the service were used during the year, and the results with regard to the number of persons landed. The river life skiffs mentioned in the table are used at the Louisville (Kentucky) station. The wreck gun, operated in most cases with the breeches buoy apparatus, was used 10 times, a total of 22 shots being fired.

Boats and apparatus used.	Times used.	Trips made.	Number of persons landed.
Surfboats.....	936	1,212	953
Self-righting and self-bailing lifeboats.....	36	46	63
Power lifeboats.....	193	204	224
Power launches.....	148	163	258
Small boats (unclassified).....	768	892	478
River life skiffs.....	51	55	90
Breeches buoy ^a	8	37	38
Heaving stick.....	32		
Total.....	2,172	2,609	2,104

^a Used 6 times during the day, landing 42 persons; and 2 times during the night, landing 3 persons.

General summary of operations since the introduction of the present life-saving system, 1871-1908.^a

Total number of disasters.....	18,411
Total number of persons involved.....	^b 127,395
Total number of lives lost.....	^c 1,194
Total number of persons succored at stations.....	^d 21,285
Total number of days' succor afforded.....	^e 49,870
Total value of vessels.....	\$188,898,820
Total value of cargoes.....	76,147,689
Total value of property involved.....	265,046,509
Total value of property saved.....	211,124,032
Total value of property lost.....	53,922,477

^a It should be observed that the operations of the service during this period have been limited as follows: Season of 1871-72, to the coasts of Long Island and New Jersey; seasons of 1872-74, to the coasts of Cape Cod, Long Island, and New Jersey, season of 1874-75, to the coasts of New England, Long Island, New Jersey, and the coast from Cape Henry to Cape Hatteras; season of 1875-76, to the coasts of New England, Long Island, New Jersey, the coast from Cape Henlopen to Cape Charles, and the coast from Cape Henry to Cape Hatteras; season of 1876-77 and since, all the foregoing with the addition of the eastern coast of Florida and portions of the lake coasts. In 1877-78 the Pacific coast was added, and in 1880 the coast of Texas.

^b Including persons rescued not connected with vessels involved in disaster.

^c Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877-78, when service was impeded by distance, and 14 others in the same year owing to similar causes.

^d Including persons not connected with vessels involved in disaster.

^e Including succor afforded to persons not connected with vessels involved in disaster.

NEW STATIONS.

The life-saving stations mentioned in the report for 1907 as being under contract for construction at Garibaldi, Oregon (at the entrance to Tillamook Bay), and at Neah Bay, Washington, have been completed, and are now in commission under the designations Tillamook Bay and Waaddah Island stations, respectively.

Notwithstanding the fact that unforeseen difficulties were encountered in the construction of the station authorized to be established at the mouth of the Black River, at Lorain, Ohio, considerable progress has been made in that work. Changes of harbor lines and of docks, and the construction of a sea wall, on the part of the city, necessitated a suspension of operations until differences between the plans for the station and those for the work undertaken by the city could be reconciled. Since this was accomplished the service has built a sea wall and a retaining wall for the protection of the station site. A launchway has also been constructed and a slip dredged to accommodate the lifeboats. The work still remaining to be done to complete the station will be pushed forward as rapidly as practicable.

Plans and specifications for the station to be established at Eagle Harbor, Michigan, are in course of preparation.

TITLES TO STATION SITES.

Title to the site for the new station to be established at Green Hill (South Kingston), Rhode Island, referred to in last year's report as having been selected, has been secured. Title to the site mentioned in the same connection for the new station which it is proposed to establish at Isle of Shoals, New Hampshire, has not yet been perfected.

REBUILDING OF STATIONS.

The station commenced last year on Wood Island, Maine, near the entrance to Portsmouth Harbor, New Hampshire, to replace the Jerrys Point station, which stood on the New Hampshire side of the harbor, has been completed and is now in operation under the name of the "Wood Island station."

The work of rebuilding the Jackson Park station, at Chicago, Illinois, and the Santa Rosa station, on Santa Rosa Island, Florida, has also been concluded and both stations manned. The structure at the first-named place occupies a site at the entrance of the new harbor, the location having been chosen because of its advantageous position as a base for life-saving operations. The station at Santa Rosa replaces buildings destroyed by hurricane in 1906.

POWER LIFEBOATS.

Thirty-five of the 44 self-righting and self-bailing lifeboats belonging to the service are now equipped with power, engines having been installed in 18 during the year. The 9 remaining boats of the type mentioned will be similarly equipped as rapidly as practicable.

The adoption of mechanical propulsion for the larger service boats was undoubtedly an epoch in the methods of the establishment. They have more than doubled the scope of life-saving service at the stations

where they are used, multiplying the opportunities for rendering assistance to distressed vessels and persons because of the advantage their speed affords, and increasing the effectiveness of rescue and salvage operations by enabling the life-savers to reach scenes of disaster in good physical trim for the performance of their most difficult and perilous work.

AWARDS OF LIFE-SAVING MEDALS.

During the year 17 persons were awarded medals by the Secretary of the Treasury for bravery in effecting and attempting rescues from drowning. Appended to the medal-of-honor roll (see pages 338-340) will be found the names and addresses of those who received medals within the period mentioned, together with the date of the award and a brief statement of the service recognized in each instance.

REMEDIAL LEGISLATION FOR LIFE-SAVING CREWS.

A gratifying improvement in the personnel of the station crews has been brought about by the passage of the act of March 26, 1908, which advances the pay of keepers from \$900 to \$1,000 a year, gives the No. 1 surfman, next in rank, \$70 a month instead of \$65, and allows to all, keepers and surfmen, one ration a day, or, in the discretion of the Secretary of the Treasury, commutation thereof at the rate of 30 cents per ration.

The good effects of this legislation have already been especially marked in the promotion of contentment in the crews. It has also attracted recruits, enabling the service to make a better selection of surfmen. The deserts of the veteran life-savers, however, on whose behalf many earnest pleas have been made in former reports, have been entirely overlooked. These older men, of which there are a considerable number, must of necessity drop rapidly from the ranks. At best, as the situation stands, they can receive but two years' disability pay, at the end of which time many of them will inevitably become dependent upon private or public charity. The opinion is still entertained that the service is entitled to some system of retirement for its crews, and it is hoped that Congress will one day come to regard the proposition favorably.

DISASTERS

WITHIN THE FIELD OF OPERATIONS OF THE LIFE-
SAVING SERVICE INVOLVING LOSS OF LIFE.

1908.



DISASTERS INVOLVING LOSS OF LIFE.

Section 9 of the act of Congress approved June 18, 1878, provides:

That upon the occurrence of any shipwreck within the scope of the operations of the Life-Saving Service attended with loss of life, the general superintendent shall cause an investigation of all the circumstances connected with said disaster and loss of life to be made, with a view of ascertaining the cause of the disaster, and whether any of the officers or employees of the service have been guilty of neglect or misconduct in the premises.

In accordance with the requirements of the foregoing, all shipwrecks of the class named have been investigated, and the attendant facts and circumstances in each case, as ascertained by testimony taken under oath, are set forth in the following narratives. Brief accounts of disasters not involving loss of life may be found under "Services of life-saving crews." (See p. 47.)

It is worthy of remark that in four of the six instances in which loss of life occurred during the year within the domain of the service in connection with disasters to water craft the vessels involved were old—a circumstance that, one may conclude from the evidence filed in the Department, had something to do with the outcome of the casualties as regards the accompanying fatalities. The *H. A. Root* had been on the water twenty-one years; the *Alex. Nimick* (see p. 30), seventeen years; the *Saxon* (see p. 34), forty-five years; and the *Leonora* (see p. 38), thirty-three years. It may also be mentioned that the four vessels named constitute the entire number of the large or documented class to suffer shipwreck during the year with fatal consequences. The two other cases of accident which complete the year's tragic record involved small craft—a canoe and a gasoline launch.

Barge H. A. Root, September 10, 1907.

The *H. A. Root* was a 198-ton steam barge, valued, according to a wreck report furnished by the customs officer at Milwaukee, her home port, at \$12,000. When the disaster took place, the account of which is here given, she had on board a crew consisting of eight persons, namely: John H. Mooney, captain; W. H. Hunter, chief engineer; Robert Ryder, mate; Augustus Miller and William Huckmann, hoisters; Frank Maeksch, cook; Fred Zuebe, fireman; and John Kude, deck hand. Miller and Kude lost their lives.

It appears from the report of the officer who investigated this case that between 6 and 7 p. m. of September 9, 1907, the *Root* made fast, port side, to the coal wharf in Kenosha Harbor, Wisconsin, intending to remain there until the next morning, when she would proceed to Milwaukee to discharge her cargo, consisting of 200 yards of sand. The night was calm though dark, and the water in the

harbor was quiet. In fact, the weather conditions were ideal, and the situation aboard ship, as regards the outlook for the night, was equally propitious, nothing untoward having occurred before midnight to forewarn the crew of danger. Along about 9 or 10 o'clock the barge was siphoned out, the captain and chief engineer giving their personal attention to the work. It may therefore be safely stated that if, as is suspected, water in the hold was a contributory cause of the disaster that a few hours later took place it found its way there after the crew had retired. The evidence shows that as late as 1.20 a. m. everything appeared to be all right on the vessel, as the chief engineer at that time left his sleeping quarters and "took a look around."

About half past 3 a. m. the barge suddenly heeled over until she rested on her port beam end, snapping her masts and carrying away her smokestack as they came in contact with the dock. The time of the accident is definitely determined by the testimony of two members of the Kenosha life-saving crew who, from the lookout tower of the station a quarter of a mile away, heard the crash of the rigging against the dock. The first man on the barge to reach the dock was the mate. He had been asleep under the forecandle head, and was awakened by the sound of water swashing across the deck. He had scarcely become conscious of his surroundings when he noticed the barge listing, and had barely time to leap before she went over. Looking toward the stern of the barge after he had reached a position of safety, he beheld the cook, one of the hoisters, and the fireman endeavoring to save themselves, and he ran to their assistance and helped them to the dock.

The captain, who slept in the cabin of the deck house aft, was imprisoned in his room, a spring lock preventing him from opening the door leading therefrom. Neither could he escape through the window of the room, the shutter of which had become jammed.

The water was so deep at the wharf that after the barge went over only a few inches of the starboard side of the deck house showed above the surface. Augustus Miller, one of the two men who perished, shared the captain's quarters, sleeping in an upper bunk. The captain's room, it seems, filled almost immediately, leaving but a few inches of air space near the roof by the outboard upper corner. From the story of the captain, Miller must have lost consciousness very soon, as he is reported to have said to his fellow-prisoner shortly after the vessel turned over that he would have to give up. After expressing himself thus, says the captain, he made no outcries or other demonstrations that would indicate that he was still alive.

In the meantime the chief engineer, Hunter, who slept below off the main deck on the port side aft, and who was also awakened by the sound of rushing water, succeeded in getting out of his quarters. He was unable, however, to mount the companionway stairs in the dining hall near his room, as the ladder had carried away. Groping his way into the dining room, he succeeded in finding an air port on the starboard side through which he managed to push his head and one arm. He could get no farther, however, and there he remained pilloried, as it were, until he was cut out and rescued by the men from the life-saving station. Two other men—Firemen Zuebe and Deck Hand Kude—slept below on the starboard side near the chief engineer's room. The investigating officer was unable to get the testi-

mony of Zuebe, but it appears from the story he told others that he was awakened by a dog that he had on board, and that he succeeded in crawling out of his room through a window at the moment the barge began to careen. Kude, however, was not so fortunate. Although Zuebe seems to have endeavored to save Kude, at one time having had hold of his hand while they were trying to leave the vessel, his hold was broken, and the deck hand fell back into his sleeping quarters, where he was doubtless at once overwhelmed by the incoming flood.

As previously mentioned, the sound of the barge striking the dock was heard by two members of the Kenosha life-saving crew—Surfmen Charles Olsen and Harry Hill—on duty in the station lookout, situated on the opposite side of the harbor from the scene of the casualty. Following the crash, they heard excited talking in the direction of the coal wharf and then a shout "Station ahoy!" They at once left the tower and started across the harbor in a skiff to investigate. When they pulled up alongside the dock in the darkness, they found three men standing on the barge. On being told what had happened, Surfman Hill hastened to an electric-light plant near by for an ax, and Olsen directed two of the three visible survivors to get into the skiff in which he and Hill had come upon the scene and pull across to the station to arouse the rest of the life-savers and secure axes for use in liberating the imprisoned men. In a short time some one handed Olsen an ax, with which he at once began the work of freeing the captain, but after making two or three strokes the head of the ax flew off into the water.

The men asleep in the life-saving station were probably awakened by the two men whom Olsen had sent across the harbor for that purpose, as some of the life-savers state that they were aroused by cries from out in the harbor conveying the information that the *Root* had capsized. Responding to the alarm without loss of time, Keeper Frank Fountain and those of his crew who were at the station hurried downstairs, dressing as they went, and having secured axes and lanterns started across to the scene of the disaster in several small skiffs that were available.

Speaking of the celerity with which the life-savers answered the call, the mate of the *Root* says: "It could have been hardly any time at all, because the men who went to the station got back before I thought they had time to go over." The station crew wasted no time in getting to work in an effort to save the captain and the chief engineer. The roof of the captain's cabin was cut through and the captain pulled out. The rescue came none too soon—a minute or two longer and he would have succumbed, as his mouth was nearly submerged when the life-savers started in to liberate him, and he had swallowed a considerable quantity of water. The chief engineer's quarters rested higher up out of the water, and he was therefore in less immediate peril of his life. The work of releasing him was, moreover, accomplished with less difficulty.

It appears from the testimony of the life-saving crew, which is corroborated by that of the mate and the captain of the barge, that they (the life-savers) were not told while the work of rescuing the captain and chief engineer was under way that there were other men imprisoned on the vessel, so that when the officers mentioned were extricated and the four other survivors were accounted for the men from the

life-saving station were under the impression that all of the barge's crew had escaped. The captain claims that he informed some one present that there was another man in his room, but that he made any such statement is very doubtful, as he was too nearly gone when taken out to be capable of coherent thought or expression. In fact, he could remember little, if anything, connected with his rescue.

The survivors were all conveyed to the station where they received every attention their condition demanded. The captain remained in bed under the keeper's care for a day or more, but the other men went their way after receiving refreshment and a change of clothing.

It was not until the most pressing needs of the survivors had been looked after that the discovery was made that two of the men belonging to the barge—Miller and Kude—were missing. The life-savers themselves had not seen these two men, and in the confusion attending the work of rescue the impression seems to have prevailed that all except those released from the barge by the station crew had escaped by their own efforts. With the absence of two men still unexplained, however, both the life-savers and the shipmates of the missing men became at once apprehensive that they had been lost. Members of the station crew were, therefore, sent back to the barge to look for the bodies. The fears of the party, as it turned out, were only too well founded. The bodies of both men were recovered from the barge after considerable search. The investigating officer concludes his report as follows:

From the position in which I found the *Root* on my visit to Kenosha, and which, as the testimony shows, has not materially changed since the morning of the accident, it is little short of miraculous that anyone sleeping on board of her should have escaped. Almost her entire deck house is submerged, and only an occasional splintered plank sticking above the water marks the location of the sleeping quarters. Of the four men who succeeded in getting out unassisted, three slept on the upper deck, and, of course, had more chance for their lives, but it is almost a miracle that fireman Zuebe succeeded in getting out. The captain, owing to the jamming of his door and window, could never have gotten out unassisted.

As to the cause of the accident, the testimony shows that the vessel was loaded with about 200 yards of sand, which would weigh over 300 tons, and that she had considerable machinery on deck, which made her weights almost all above the water line.

The vessel probably started to leak during the night, and with her burden improperly placed, water in her hold doubtless rendered her "cranky," needing only the slightest inclination to cause her to go over.

After carefully considering the evidence as elicited at the investigation, I believe that the members of the Kenosha life-saving crew did everything that alert and conscientious men could do. The two men from the lookout were early upon the scene of the accident, and the other members of the crew when aroused lost no time in covering the thousand feet to the capsized vessel. Good judgment seems to have been exercised in getting the captain and chief engineer out from the nearly submerged hull without injuring them and in time to save their lives. Diligent effort was made, also, to find the bodies of the two victims of the accident as soon as it was ascertained that they were missing.

Steamer Alex. Nimick, September 21, 1907.

It appears from the report submitted by the collector of customs at Cleveland (the home port of the *Nimick*), Ohio, relative to this wreck, that the *Nimick* was an American steamer of 1,968 gross tonnage, valued at \$50,000. The firm name of her owners is given as the Gilchrist Transportation Company, of Cleveland. The name of her captain was John Randall, and that of her mate, Gordon Tobin. The value of the 3,200 tons of hard coal she was carrying from Buffalo to

Duluth when overtaken by disaster is placed at \$20,000. Captain Randall, Wheelsman Lewis Ruby, Watchman John Johnson, Steward Thomas Parent, and a watchman and fireman whose names could not be ascertained—six persons of a crew of seventeen—were lost.

The *Nimick*, according to the collector's report, left Buffalo September 15. The papers on file in the case make no mention of her movements again, however, prior to September 20, the night of which date she passed at anchor under Whitefish Point, Lake Superior, with more than half of her 800-mile voyage behind her. The fortunes of the vessel and her crew from this time until she lay a wreck a third of a mile off the beach, $1\frac{1}{2}$ miles northwest of Vermilion life-saving station and a dozen miles from Whitefish Point, may best be followed in the story of Mate Tobin, told during the progress of the inquiry into the circumstances of the disaster, held at the Vermilion station September 28–30, 1907. Tobin's account is as follows:

We lay under Whitefish Point all Friday night, September 20. When we got under way at 6.25 the next morning the wind was light from the southwest, and when we arrived off Grand Marais it hauled to the northwest and freshened and the sea commenced to make. We kept on with the intention of making Grand Island Harbor, but about 1.30 p. m. on the 21st the sea became so heavy, and we made such little headway against it, that we turned and started to run back to Whitefish Point for shelter. We made heavy weather of it, as the seas were boarding us and filling the bulwarks, and before long the steamer commenced to leak badly as a result of straining in the seas. About 6 p. m. we arrived off Crisps Point and made signals of distress by blowing our whistle, hoping to bring off the life-saving crew or attract the attention of some steamer out in the lake. We kept on running before the gale, but heading in for the shore with the purpose of tracking the *Nimick* along the beach to the Point. This, however, made such a quartering sea for us that we hauled out after a time and headed right into the wind. Scarcely had this maneuver been accomplished when a boarding sea stove in the steamer's port bow and port gangways and we were compelled to let her come around again and proceed as before. At this time we took a sounding and found 10 feet of water in the steamer forward. About 6 p. m., also, word was received from the engineer that two of the fires were out and that the engines were turning over so slowly that he could not keep her going much longer. On receiving this report, the captain decided to go on the beach several miles away. When we had covered about a mile shoreward, all hands were ordered to stand by the boats. There were two boats on board—one aft on the port side, and one forward on the starboard side. While the men, who had gone forward, were getting the starboard boat ready for launching, a sea tore it from the davits and landed it fair on its keel across the port rail, splitting it in two, one half going overboard and the other half falling back on deck. This sea also swept the cook overboard, and when I last saw him he was 50 feet away from the steamer, swimming toward the beach. We were powerless to do anything for him.

About 7 p. m., we struck the outer bar, and soon afterwards the *Nimick* worked herself over it and drifted about 200 feet farther inshore, where she brought up and stranded. Four of the men, who had taken their station forward, now worked their way aft, making ten of us around the only remaining boat. This boat we succeeded in lowering, the cabin affording somewhat of a lee for us, and let it trail off by its painter, but when the cabin commenced to go, as it did a few minutes later, and the mast started to topple over, the ten of us got into the boat and started for the shore.

The sea was very high, so we drifted in stern first, using a stepladder about 20 feet long as a drogue. We let the ladder go, however, before we struck the breakers, and kept the boat headed to with the oars. When we encountered the first breaker we shipped considerable water; the second breaker went clear over us, while the third stood the boat fairly on end, sending one of the crew overboard. Luckily the man who had been pitched out managed to hang on to the side of the boat until we landed on the beach in front of the Vermilion station.

It appears from replies to questions interrupting the thread of the mate's story, that when the *Nimick* was off Crisps life-saving station about 6 p. m. she blew her whistle a number of times, keeping the blasts sounding until the deck house, in going by the board, carried

the whistle with it; and that the crew next tried to hoist a flag, but when they had it up as far as the pilot house the halyards parted. This, it seems, ended their efforts at signaling. The *Nimick*, so Tobin states, displayed no lights, they having been swept away before dark.

The cook, who was washed overboard, failed to reach land alive. The mate accounts for the six other sailors besides those (10 in number) who got away in the boat, as follows:

The members of the crew who were lost were on the forward deck. They were the captain, one wheelsman, two watchmen, and a fireman. The chief engineer, who was also there with them, jumped overboard, and with the assistance of a life belt reached the shore after a hard struggle.

The investigating officer expresses the opinion that these men were either killed by wreckage or met death while swimming for the beach—the former most probably, the steamer having broken up almost immediately after stranding.

Keeper James Scott of the Crisps life-saving station testifies as follows regarding the disaster:

At 6 p. m. Surfman William McGaw, doing the 5.15 to 6.15 watch in the lookout, reported to me that there was a steamer about 4 miles northward (offshore), evidently blowing signals of distress, and from appearances in a foundering condition. He could not hear the whistle, but could see the escaping steam. At that time the wind was northwest, and blowing a gale. It was partly cloudy and a very high sea was running, and there was a heavy surf. I telephoned to Captain Carpenter, keeper of the Vermilion station, 6 miles eastward, telling him that I intended to launch my surfboat, and asking him to send some of his men along the beach to assist me in landing, in case I should make a rescue. I made this request because I knew it would be very dangerous in landing on the beach; besides, should anything happen to any of my men, I knew there would then be fresh men at hand ready to take their places should a second trip become necessary. We had the surfboat down on the beach ready to launch a few minutes after 6 o'clock, but, owing to the condition of the surf, which kept knocking us back, it took half an hour to get away from the beach and out beyond the breakers. When we got clear of the surf, we headed down in the direction in which I had last made out the steamer, it having by that time become dark. We could see no lights, and had nothing to guide us, so we kept off and on looking for the vessel. I figured it out, from the direction in which she was traveling when I last saw her, that she would go ashore 9 or 10 miles to the eastward. We could see some fires ahead of us away up the beach (built by the Vermilion crew, as it proved), but as we did not find a wreck we continued our search without coming ashore. Just about the time the beach lights attracted my attention I saw a light in the lake, apparently motionless, which I thought might be aboard the distressed steamer. I therefore hauled for it until I was satisfied it was not the vessel I was looking for. I could not see anything clearly very far from our boat owing to the heavy blowing seas and flying spray.

I kept up my search until 11.15 p. m., at which time I landed at Whitefish Point, 18 miles eastward of my station. From there I telephoned to keeper James A. Carpenter, of the Vermilion station, and learned from him that I had passed the steamer, that she had run ashore about $1\frac{1}{2}$ miles to windward of his station, that all her upper works down to the water's edge had carried away about thirty minutes after she struck, that ten of her crew had landed in the ship's yawl, that five had been lost when her upper works went by the board, and that one man had been washed overboard about 4 miles north of Crisps station. On receipt of this message, I and part of my crew set out to patrol the beach westward from the point in search of bodies that might come ashore in that locality, keeping up the patrol until about 8 a. m. of the next morning. About 10 a. m. of the 22d we were towed behind a steamer back to the scene of the wreck, but as there was nothing we could do there we hauled our boat out on the beach and walked to our station, as there was a high wind and the crew were very sore and tired from their hard pull on the 21st.

Captain Carpenter complied with Keeper Scott's request made over the telephone after Surfman McGaw had sighted the *Nimick's* distress signals, by taking five of his crew with lines and lanterns and

setting out west along the beach in the direction of Crisps station. One surfman remained behind to keep a watch from the station tower. It appears that one member of the Vermilion crew was already on the beach, having left the station earlier in the evening on patrol west. Captain Carpenter says in his testimony that he could see nothing of the steamer until he and his men were three-fourths of a mile from the station, when he made her out 3 or 4 miles to the northwest, apparently laboring heavily. Continuing along the beach the party met the surfman who, as stated, had gone on patrol west. This surfman informed the keeper that there was a steamer to westward that he had seen turn around two or three times. Asked whether he had heard any distress signals, he replied in the negative.

Thinking that the boat's crew from Crisps, which he knew to be out on the lake, was probably somewhere in the vicinity of the steamer, Captain Carpenter, upon receiving the patrolman's report, sent four of his crew on west and stationed two men where the party had met the patrol; then, taking one surfman with him, returned to the station. He made this disposition of the men, so he states, "to try to keep track of the Crisps life-saving crew, so as to be of assistance to them in case they should come ashore; to facilitate communication along the beach; and to have fresh men on hand to man Captain Scott's boat should a second trip be found necessary."

On going back to the station, Captain Carpenter called Crisps to find out whether they had effected a launching, having, as he testifies, made up his mind that in the event of their failure to get away he would call his own crew in and endeavor to get his boat down to leeward of the steamer. He was notified, however, that the Crisps crew had succeeded in getting through the breakers. He, therefore, rejoined his men on the beach, and directed them to go to leeward of the vessel and build fires at the best place for landing, doubting not that the surfboat from the neighboring station would soon be seen making for the shore, bringing the shipwrecked men.

The vessel stranded, as nearly as can be ascertained, about 6.40 p. m., at which time it was dark, as is shown by the fact that the surfmen on the beach had lighted their lanterns.

Captain Carpenter was abreast of the vessel when she struck. He states that he could see her plainly, but not clearly enough to have distinguished a boat alongside her, as night had closed in and the seas were breaking heavily over her. When asked by the investigating officer why he did not take his boat abreast of the wreck and launch it, he replied, "I thought Captain Scott would be there, and that I could take his boat after he landed and with my crew make another trip if necessary." In reply to the inquiry whether he could have launched a boat off the beach, he said, "Yes, sir. I might have had some difficulty owing to the darkness, but I think I could have accomplished it."

After sending the men to build fires Captain Carpenter again returned to the station, a surfman accompanying him to get a change of clothing. On his way back the keeper met a man named Clark, whose team it seems he had been accustomed to use for hauling the wreck apparatus to the beach on occasion. He asked Clark to have the team ready to take the surfboat on his wagon to abreast of the steamer. The man replied that he had turned the horses out to pasture, but that he would try to get them. Leaving Clark to go in

quest of his team, Captain Carpenter went to the station and thence down to the beach. In telling what now occurred he says:

I had proceeded only a short distance when I heard a number of voices on the beach in front of the station. I called to the surfman who had come back with me, and he followed me down to the beach, where we found ten men landing in a yawl boat. We assisted them out of the surf and took them to the station, where we gave them dry clothing and other necessary attention. It was then that I learned from the mate that he thought he had seen a boat a little to windward of the wreck when he and his shipmates left ship, so I naturally supposed that the Crisps crew had reached the vessel, and that they would save the remaining members of the *Nimick's* crew. As there was no wreckage being washed up westward of the station I now sent some of my men eastward to assist anyone who might come ashore. They found three bodies on the beach but no survivors.

As already shown, at 11.15 p. m. a message came to Captain Carpenter from Captain Scott at Whitefish Point informing him of the failure of his crew to find the wreck. It was then too late, of course, for Captain Carpenter to think of launching the surfboat at the Vermilion station, as the *Nimick* had gone to pieces hours before.

The evidence makes no reference to the chief engineer, except to show that he reached shore by swimming. Only four bodies of the six persons who perished were recovered. They were put in boxes and sent to Sault Ste. Marie, three by the tug *Boynnton* and one by the revenue cutter *Tuscarora*.

The investigating officer does not hold the service censurable for anything performed or left undone in connection with this lamentable disaster, but attributes the outcome to "one of those unfortunate combinations of circumstances that sometimes arise to defeat well-intended efforts."

If the *Nimick* had displayed a light signal after blowing her whistle the men of the Crisps station would in all probability have reached her in time to take her crew safely off. As it was, their chance of finding the steamer in the darkness was extremely remote. The vessel after stranding lay one-third of a mile off shore, and it was of course out of the question to put a line over her with the wreck gun. Moreover, had it been practicable to launch a boat from abreast of the wreck that expedient could not have been adopted in time to effect a rescue. Even had the Vermilion crew launched a boat in front of their station directly on learning of the *Nimick's* condition, it is very doubtful whether they could have done anything in the way of rescue, as not over an hour—probably not more than forty-five minutes—intervened between the time she was sighted and the time she broke up—entirely too short a time to get the big boat down to the water's edge, unload it, go beyond a surf that had actually taken the Crisps crew half an hour to get through, and then travel north nearly 2 miles in the face of the gale.

Barge Saxon, October 12, 1907.

The annals of the service justify the assertion that a considerable number of the marine disasters recorded in the annual reports under the caption "Loss of life" would find other classification did the imperiled mariners but remain aboard ship until the life-savers could bring them to safety. The wreck of the *Saxon* is a case in point.

The *Saxon* was originally a steamer of 1,193 tons. She was built in Philadelphia in 1862. In 1903 she was remodeled into a barge of 555

tons. When she made her last voyage she was owned by the Atlantic Coast Lumber Company, of New York, but her port of registry was Georgetown, South Carolina. On the morning of October 11, 1908, she left her home port in tow of the steamer *Katahdin* with a cargo of lumber consigned to Philadelphia. She carried a crew of four—the master, Frank Pilong; mate, Fred Lund; one seaman (a negro), and a cook. The names of the seaman and cook could not be ascertained.

On the afternoon of the 12th, when the two vessels were off Cape Hatteras, they ran into rough weather, and after laboring in the seas several hours parted their towline, the barge going ashore $2\frac{1}{2}$ miles south of the Gull Shoal station on the coast of North Carolina. Only one of the four men on board, the mate (Lund), reached shore alive. Lund's story of what transpired after the parting of the hawser is as follows:

When the towline parted we ran up the forestaysail, foresail, and mainsail on the barge, and tried to stand offshore on the port tack, but could do nothing, as we lay in the trough of the sea. The *Katahdin* came up and told our captain to try to get into Hatteras on the starboard tack, but we found that we could not do anything with her. The *Katahdin* came up again shortly afterwards and tried to pass us a 3-inch heaving line, but missed. The second time she tried we got the line and began hauling it in, but the steamer went ahead before we got the hawser on board and the running line parted. The *Katahdin* then signaled to us to anchor. I sounded and found a little over $3\frac{1}{2}$ fathoms of water. We let go our anchor, running out about 45 fathoms of chain, but it would not hold in the sea and current, and the *Saxon* dragged into the breakers and stranded. This was somewhere near midnight. We made no distress signals, as we had only the red and green side lights. We had no anchor light, nor had we any chance to put up any. We started to throw over the deck load, but the seas were breaking over the barge and she was pounding so hard that the captain ordered the boat launched—a 14½-foot metal boat—his intention being to try to get aboard the *Katahdin* which was lying by some distance seaward of us. We got the boat in the water with all hands in it and shoved off. The captain and I had the oars. The seaman and cook could not row; no one was steering. We had scarcely got away from the side of the vessel, however, when a sea came along and capsized us. I got clear and swam ashore; I do not know what became of the rest. I was washed back several times but finally got ashore abreast of the lay^a house and crawled up there very much exhausted. I stayed in the lay house until daylight. I saw the lights of the life-savers on the beach and heard them fire the wreck gun, but was too weak to make my presence known. At daylight I found I was able to walk, and went up abreast of the *Saxon* where the life-savers were. They looked out for me and sent me to the station.

About 9 o'clock on the night of the disaster, when Surfman W. B. Miller, of the Little Kinnakeet life-saving station, was covering the north patrol, he saw a white light seaward which he took to be the masthead light of a steamer standing in toward the beach, heading about WSW. No other lights were visible. He continued to watch the light as he went along, and when he neared the halfway house, marking the northern limit of his beat, he saw from the light that the vessel had come to and headed about NNE. and, as he thought, stood off at slow speed. The surfman says, in his testimony given at the official investigation of the case, that he thought the vessel acted "very queer," but that he did not think she was in any danger of coming ashore, as he had often seen steamers haul up that way in bad weather such as prevailed that night. After finishing his patrol he reported what he had seen to his relief, but neither surfman considered the matter of sufficient importance to mention it to the keeper.

Surfman A. V. Midgett, of the Little Kinnakeet station, who covered the north patrol from midnight to 3 a. m., also saw the masthead

^a "Halfway" house—a small structure marking the limits of the beach patrol.

light of the steamer offshore standing about northeast as he was starting out along the beach. When he had gone about half a mile on the trip outward he saw the two side lights of another vessel in the same general direction, and from the range he thought this last vessel must be ashore. He was making his patrol mounted, and he urged his horse forward that he might verify or disprove his suspicion. When he reached the halfway house he found that the vessel was some distance farther north. Continuing, he discovered her in the breakers some 250 yards from the beach. This was about 12.30 a. m. As he stood watching the vessel he saw a rocket go up in the direction of Gull Shoal, and knew that the crew of the station at that place had also discovered the wreck. As the scene of the stranding was nearer Gull Shoal than his own station, Surfman Midgett rode on northward with the intention of assisting the Gull Shoal crew in getting out their wreck apparatus and bringing it down the beach, they having no team available for that purpose. Before reaching the Gull Shoal station he met three surfmen on their way to the wreck, who informed him that their keeper, Capt. Zera G. Burrus, of Gull Shoal, had telephoned for the team at the Chicamacomico station, several miles above Gull Shoal. Midgett therefore turned back with the surfmen, and on coming again to the wreck found Capt. Edward O. Hooper, of Little Kinnakeet, on the scene with his crew, he having been apprised of the disaster by telephone from Gull Shoal. When Captain Hooper reached the vessel he had a fire made to show anyone aboard the wreck that help was at hand, and sent some of the surfmen down along the beach to look out for anybody who might come ashore. "At this time," says Captain Hooper in his testimony, "the wind was strong from the NNE., the weather was clear and cold, the sea and surf high, and there was a strong southerly current running. The stranded vessel could be seen about 200 yards offshore on the outer bar heading southward, the seas breaking over her, lumber washing overboard, sails lowered, and two side lights burning. A light could also be seen through the cabin window, but there were no signs of life on board."

The south patrol from Gull Shoal reported a light offshore down the beach about 11.30 p. m. Keeper Burrus at once ordered all hands to stand by and be ready, and sent Surfman R. A. Grey out to make a closer investigation. The surfman came back a little after midnight and reported a wreck. As already shown, upon learning of the wreck, Captain Burrus sent up a rocket and telephoned to Keeper Midgett, at Chicamacomico, for a team to haul his apparatus. He then notified Keeper Hooper, at Little Kinnakeet, and sent three of his surfmen on ahead to stand by the vessel while he and the rest of his crew made everything ready to start when the horses should arrive. The team came at 1 o'clock a. m. and the apparatus cart, loaded with wreck gun, lines, and breeches buoy, was on the beach abreast of the vessel an hour later.

A number 9 line, projected by 6 ounces of powder, was first fired toward the wreck at an elevation of 22 degrees, but missed the mark, falling to leeward. A second line (a number 7), carried by a 5-ounce charge and aimed at 18 degrees elevation, was next sent over the wreck, falling abaft of the mainmast. Captain Burrus then gave the signal to haul off, but could get no answer. He thereupon sent two surfmen south along the beach to see if anyone had come ashore or

if any bodies had been washed up, but all they found was the little boat in which, as it afterwards proved, the sailors had undertaken to leave the ship. Captain Burrus then sent the team back to Gull Shoal for the surfboat, thinking to board the wreck upon its arrival.

While the perplexed life-savers were grouped on the beach awaiting the coming of the surfboat, Mate Lund put in his appearance and soon cleared up the mysterious features of the night's tragic event.

The service crews returned to their stations about 7.30 a. m. The *Katahdin*, whose lights could be seen offshore while the life-savers were trying to establish communication with the wreck, came in near the *Saxon* after daylight, and, seeing that the vessel was lost, turned about and steamed northward.

Asked by the investigating officer whether or not the crew of the *Saxon* could have been saved had they stayed aboard their vessel, Keeper Burrus replied:

Yes, we would have saved them, every one, without any trouble. The second shot put the line across the deck abaft the mainmast, and the gear could have been rigged in a few minutes. The masts stood until about 2 p. m., October 14. If the anchor chain had been slipped, the *Saxon* would have come over the reef and on the beach. On the 14th the mate and myself went aboard of the wreck, but could find no papers or anything regarding the crew. Everything movable had been washed away.

The barge became a total loss, but a considerable portion of the lumber she carried was saved. The body of the cook was found by members of the Cape Hatteras life-saving crew on October 16, a dozen miles from the scene of the disaster. The body of the negro seaman was picked up by the Big Kinnakeet crew on the 18th.

Capsize of a canoe, October 29, 1907.

About noon of October 29, 1907, James Rice, a temporary surfman at the Niagara life-saving station, coast of Lake Ontario, secured permission from Acting Keeper T. O. Rice (his father) to go to Youngstown, New York; a mile distant up the Niagara River, to settle some private business affairs with a friend who was soon to leave for the West. There was a good breeze blowing up river at the time, which the young man took advantage of to make the trip in a canoe under sail.

An hour and a half or more after his departure the elder Mr. Rice went out in front of the station, where a clear view of the river could be obtained, to see if his son had started back, and made out the canoe near Youngstown, and on its way downstream against the wind. While the acting keeper stood watching, he saw the craft beat across the river to the Canadian shore and thence back again to the American side, where the occupant took in sail.

The father was in doubt, from the movements of the boat, whether his son intended to paddle back or to make a landing and walk to the station, and to make sure went up into the station tower which overlooked both stream and bank. When he had mounted the stairs, however, and again trained his glasses riverward he beheld the canoe bottom up. The canoeist was nowhere in sight. The acting keeper alarmed the station crew, manned the surfboat, and started to the scene of the accident with the utmost expedition, but, although the trip was made in ten or fifteen minutes, a thorough search of the locality of the capsize failed to reveal any trace of the missing youth. Notwithstanding the fruitlessness of his quest the father at the time

entertained no fears for his son's safety, as the latter had been reared on the river, and was an expert canoeist. He therefore was of the opinion that his son had succeeded in getting ashore and that he had probably even then reached the station.

The surfmen picked up the canoe, sails, and paddle and put them on the bank, after which they made inquiry in the neighborhood to learn whether anybody had seen the canoeist ashore. Being unable to find anyone who had seen him, they began to fear that the worst had occurred, and rowed back to the station for grappling irons with which to drag the river. Nothing came of their efforts to recover the body, although they continued their search until dark of the 29th and for part of the day following.

It developed at the investigation of this sad mishap that a man had witnessed the capsizing from the Canadian shore. According to the man's story he had watched the canoe for some time before the accident happened. He saw the occupant bring the boat up to the wind and take in sail. He was not looking at the canoe when it turned over, his attention having for the moment been diverted, but he saw it shortly afterwards upside down with a man sitting upon it, who, after keeping his unstable seat for a brief moment, let himself into the water and struck out for the shore, some 200 feet away. Suddenly the swimmer went down, and the watcher, who avers that he kept a sharp lookout, saw him no more. The sole witness of the tragedy called to some men who were passing in a power boat, and told them what had taken place. They at once ran in to where the canoe lay, but failed to discover any sign of its late occupant. The boat's crew from the life-saving station came up while the power boat was still cruising about in the vicinity of the capsizing, and were informed of what had transpired. The parent's confidence in his son's ability as a swimmer and canoeist was so strong, however, that the story of the accident, as told by the occupants of the power boat, did not cause him to give up hope until, as previously stated, he failed to find anybody who had seen the young man on the shore.

Schooner Leonora, January 8, 1908.

The *Leonora* was a three-masted schooner of 458 tons, formerly the whaling brig *Leonora*, of New Bedford, built in 1874. At the time of the disaster here described she was owned by the Gilbert Transportation Company, of Mystic, Connecticut, and was registered at New London. She left Round Pond, Maine, on what proved to be her last voyage, December 2, 1907, with a cargo of fish scrap consigned to parties in Charleston, South Carolina. There were seven men in her crew, all told, as follows: W. K. Gillchrist, master; Fred Reed, mate; Harry Steab, Peter Smith, John ——— (a Canadian), and Otto ——— (a Norwegian), seamen; and Rudolph Almeida, cook. As indicated, the surnames of two of the seamen could not be ascertained. Steab and Almeida were the only survivors of the shipwreck.

The schooner appears to have made good weather of it until she reached the vicinity of Cape Hatteras, January 6, where she ran into a southeast gale. According to the story of Seaman Steab, told to the life-savers, she kept off during the early hours of the blow, running under jib and fore staysail. Had she been a stauncher craft she might have rode the gale through, or at least have chosen the time

and place for going ashore, but, as is shown by Steab's statement, she had been leaking hours before the weather had grown so tempestuous as of itself to menace her safety. Her anchors were let go about 9 o'clock on the night of the 7th, at which time she was half full of water, the crew having been pumping for thirty-six hours without being able to free her.

To make matters seemingly more serious the pumps finally broke down, and, quoting Steab, "there was no one on board who could run the donkey," from which remark it is presumed the schooner carried an engine of that description for operating the pumps.

During all day of the 7th the *Leonora* drifted before the gale in a water-logged condition, practically unmanageable. Early in the forenoon the jib and fore staysail carried away, whereupon the crew rigged up the foresail in the hope that it would enable them to still keep the vessel before the wind. This sail had been up only a short time, however, when it also was blown into tatters, leaving the buffeted schooner under bare poles, and completely at the mercy of the elements. With the sails gone and the hull half full of water, there seemed no alternative but to go on the beach. To run ashore was in the master's opinion the best thing to do under the circumstances, and it is possible that if he had held to this opinion unshaken the schooner would have been driven sufficiently near the beach for the life-savers, who later picked up her light, to get a line over her or reach her by boat. In this event the larger part, if not all, of the crew might have been saved. When the vessel got into 8 fathoms, however, about 9 p. m., the mate prevailed upon him to drop the anchors and try to ride it out, expressing the belief that when day dawned their condition would be discovered from the shore and a tug be sent to their assistance.

Acting upon the mate's suggestion, the master ordered both anchors let go, with 45 fathoms of chain on one and 30 on the other. This done, all hands except the watch went below. A half hour or so after midnight the watch called his shipmates on deck to tell them that he had seen a light on shore, evidently a signal to them. The schooner had then been dragging for an hour or more. This light, as it proved, had been burned by Surfman E. F. Stowe, of the Cape Hatteras life-saving station, a few minutes before the schooner stranded in the breakers on the southwest side of the cape shoals. Although the first signal to attract the attention of the shipwrecked sailors, it was the third one that had been sent up by the coast patrol. After some delay, spent in searching for a torch, the sailors burned an answering signal, and receiving no response from the beach they would have signalled again, but when they returned to the cabin, where it seems the necessary combustibles were stored, they found the place flooded. As the seas were now breaking heavily over the vessel the hapless men were in danger of being washed overboard so long as they remained on her decks. Furthermore, there was no longer any materials accessible for signaling, so they all climbed up in the fore-rigging. They had not been long in their position aloft when the rigging began to give way, and all except the mate descended to the deck. As it was out of the question to stay aboard ship below, they next climbed into the main rigging. The fury of the gale soon drove them from this refuge also, and in a last forlorn endeavor to get beyond the reach of the seas they crept out on the spanker boom. They had scarcely

changed their position for the third time when the foremast and mainmast came down and went by the board, taking the mate, who had remained in the forerigging, with it. In a few moments, also, a towering sea carried away the mizzenmast, and with it the boom supporting the rest of the crew, everything, leaving the decks clean-swept and bare. What now remained of the stricken ship did not last more than fifteen minutes longer. It appears from the evidence that Steab and Almeida—the only survivors—succeeded in getting on the shoal, from which they were eventually rescued, by holding on to drifting wreckage, but whether they were on the schooner when she broke up or were washed overboard previous to that time is not shown.

The *Leonora's* lights were first seen by Surfman R. W. Basnett, of the Creeds Hill station, about 10 p. m. of the 7th while he was making his patrol northward. Basnett says in his testimony given at the official investigation of the disaster:

When about halfway to the end of my patrol I saw a white light which I took for a vessel's anchor light a mile or two offshore. The light was not steady, the night was very dark, sand and spray were flying, and I could not be sure how far off it was. When I got back to the station I could see it was the anchor light of a vessel.

When Surfman Basnett reported his discovery at his station, Keeper Peel went up into the lookout and got a range on the light, but could not decide whether or not the vessel was moving. However, he directed one of his men to send up a rocket, and himself called up the keeper of the Hatteras station, 3 miles up the coast. The crews of both stations kept close watch seaward, but their vigil continued for two hours with only the fitful glimmer of the anchor light showing the location of the vessel. About midnight Keeper Peel, after taking a range from the beach, became apprehensive that the vessel was dragging, and accordingly made everything ready for the serious work of wreck duty which experience told him was at hand. He then communicated to the keeper at Hatteras his fears that the vessel was coming ashore, stating that he was about to start with his crew up the beach. On learning of Captain Peel's uneasiness regarding the ship's movements, Keeper Etheridge, at Hatteras, sent a man out to the point of the cape, a half mile from the station, with instructions to keep a close watch on the light and at once report back if the vessel should strand. The surfman returned shortly and told the keeper that she seemed to be holding on all right. In view of Captain Peel's message, however, this report did not reassure Keeper Etheridge.

The south patrol from Hatteras also saw the anchor light of the vessel about 10.45 p. m.—an hour after it had been sighted by Surfman Basnett of Creeds Hill—and burned a signal to her (the second one sent up by the life-savers) without receiving any response. As soon as the patrolman came off his beat Keeper Etheridge sent Surfman Stowe out over the same route instead of on his usual patrol northward. About 10.30 o'clock the waiting men at both stations saw a light flare up on the beach midway between them and a few minutes later beheld a signal burning on the vessel. After firing his Coston light, Stowe hastened back to his station, calling out, "Wreck!" when he came within hail of his comrades. Keeper Etheridge says that he knew then that the vessel was on the shoals and not on the beach.

The time had come for action, and soon both life-saving crews were away from their stations and trudging along the inundated beach, the Cape Hatteras men with their surfboat loaded on its wagon and hauled by the service team, and the men from Creeds Hill coming to meet them, four on foot, four on horseback, and one (the keeper) in a cart.

The boat was taken to a spot $1\frac{1}{4}$ miles from Hatteras station and placed on the beach, ready for launching. Captain Etheridge then disposed his men up and down the beach to reconnoiter, and, pending the arrival of the Creeds Hill crew, himself went out to the extreme point of the cape for observation. Here he was soon joined by Captain Peel. Speaking of his observations from the point, Captain Etheridge says:

I smelled fish scrap and knew the vessel was going to pieces. I could not see her, but saw pieces of wreckage that I thought came from her. We heard a man hallooing, and I knew some of the crew were on the island. This island is a shoal that made up last summer off the cape. It is bare at half tide, and at high tide the seas break all over it. There is a slue 10 or 15 feet deep and 200 or 300 yards wide separating it from the mainland. The shoal changes during gales, at times entirely disappearing. In a little while we saw some men out there. I got our men together and showed our lantern, which blew out often. In the meantime the men from Creeds Hill had arrived, and we launched our boat and pulled off. I took Captain Peel and six surfmen—four of my own crew and two of his. I had the two after oars single banked to hold the boat in landing, as there was a strong current running through the slue. We found only two men on the island.

After making thorough search of the shoal and the wreckage washed up on the sand for any other of the sailors who might have survived the disaster the life-savers returned to the mainland, landing on the point. The two rescued men were conveyed at once to the Hatteras station and given restorative treatment. Almeida was in such a state of helplessness from cold, exhaustion, and injuries inflicted by wreckage that he had to be carried from the boat. The other man, while also suffering from exposure and bruises, had not fared so badly.

During the entire night of the 8th a careful watch was maintained on the beach for any of the rest of the ship's company who might be cast up by the sea. On January 9 the bodies of all the lost sailors were recovered, three by the surfmen of Creeds Hill, one by the men of the Big Kinnakeet station, and one by the crew at Gull Shoal—nearly 20 miles north of Cape Hatteras. The condition of the bodies indicated that the men had been killed by wreckage.

The investigating officer closes his report with the following comments:

The *Leonora* was an old vessel, and the gale she encountered reached a velocity of 60 miles an hour. She was leaking badly, and her master was afraid she would founder, so kept off for the beach for an anchorage. He should have given her more chain when he anchored, kept a vigilant watch, and made a distress signal, and when he found she dragged he should have slipped his chains and gone on the beach. She would undoubtedly have gone to pieces in a few minutes after striking, but the life-saving crews would have been there and would probably have saved more, if not all, of the crew.

Capsize of power boat, May 10, 1908.

It is gratifying to be able to state that of the 708 disasters to undocumented vessels during the year within the field of the operations of the service, life was lost in but a single instance, namely, upon the occasion of the capsize of a gasoline power boat near Newburyport, Massachusetts, May 10, 1908.

This accident, like many of its kind occurring in and about harbors, appears to have been chargeable to lack of judgment, if not actual foolhardiness, on the part of the person in control of the launch. He admittedly knew how to handle a boat and was perfectly familiar with the waters in which the disaster took place, yet he, nevertheless, undertook a venture that veteran fishermen living in the locality did not have the temerity to attempt. The launch carried nine persons, as follows: George E. Bailey (owner of the boat and in charge of the party), William Bailey, Thomas Keenan, Frank Teague, Berardo Parisso, Pietro Milone, Rocco Schina, Joseph Colombo, and Tamoro Bernardino. The five last-mentioned persons were Italians, as their names indicate, and, as fortune ordained, were the ones to lose their lives. It is understood that some of the friends of these men gave expression to a feeling of dissatisfaction with the efforts of those who responded to the rescue, basing their criticism upon the circumstance that only the American members of the boating party were saved. The facts clearly explain, however, what on its face may have appeared to be sufficient ground for a suspicion that in the work of rescue discrimination had been exercised. It was subsequently shown that none of the Italians could swim. Moreover, it is quite possible that they lacked the endurance of their companions in peril. After being precipitated into the water one of them did succeed in getting hold of the overturned boat, but did not have sufficient strength to hold on. Another of the Italians for a brief period struggled in the water with his arms tight around the neck of one of the Americans. A big sea washed both Italians away, however, and when the rescuing boats arrived neither they nor their three fellow-countrymen were longer visible. Indeed, three of those lost were not seen at all after the capsizing.

In describing the condition of the weather and sea on the day of the accident the officer who investigated the case says:

The morning of Sunday the 10th was cloudy, with a moderate northwest breeze. There was a heavy easterly sea running, the result of a strong easterly gale two days before, and a very heavy surf on the bar, made worse by a freshet in the river and by the fact that it was about two-thirds ebb tide. All of these conditions tended to make it dangerous for even the most experienced boatmen to attempt to cross the bar, as was evidenced by the fact that men who had been familiar for years with these waters were waiting outside for the tide to flood before attempting to come in.

The crew of the Newburyport life-saving station put out from the shore immediately after the accident, but as they had to pull a mile, and to exercise extreme caution in getting over the bar at the mouth of the Merrimac River, they did not arrive on the scene in time to take any of the imperiled men from the water. The four survivors were picked up by some fishermen, to whom the investigating officer refers as having been waiting outside for the tide to flood.

Thomas J. Maddock, keeper of the Newburyport life-saving station, has submitted to the department a concise account of this case, which is verified by the testimony of both rescuers and rescued, given under oath at the official investigation. Keeper Maddock's story is as follows:

Mr. Bailey, the owner of the launch that capsized, is a foreman in the lasting department of the C. A. Ellis & Co. shoe manufactory, of Newburyport. The seven men who were with him besides his son, William Bailey, work under him in the lasting room of the company mentioned. Mr. Bailey had bought what is known as a "knock-down" launch frame of a concern out West, and had undertaken to complete the

building of the boat in his yard, but finding the task too difficult for him had hired a local boat builder to finish it. The work had just been completed, and the men who on the following day made up the unfortunate party had assisted in the launching Saturday evening of the 9th after their day's work was over. When they had put the launch in the water Mr. Bailey told them to meet him the next morning at 10 a. m. on McKay's wharf in Newburyport and he would give them a sail.

Shortly after the appointed hour the nine men started out in the boat from the place agreed upon. They cruised about in the river until 11.20 a. m., and then headed downstream. When we first noticed them they were near the north jetty.

I had been called into the station tower about 11 o'clock to look at a boat with three men in it that had anchored in a dangerous place inside the bar. As the tide ebbed it had become quite rough where she lay, and I did not understand why she did not seek a safer position. I watched this boat until a quarter after 11, when I saw one of the men on board take a drink from a bottle. Thinking that the occupants must be intoxicated, and therefore unable to realize their danger, I remarked to the surfman on duty in the tower, "There is going to be trouble; we had best get ready." I thereupon hastened downstairs and removed my Sunday clothes, putting on an old uniform and a pair of rubber boots. Then I went up again into the tower, followed by several of my crew, and saw the men in the boat we had been watching haul up their anchor and start up river. As they passed in the Bailey launch passed out.

Although the seas were at this time running up sharp, they did not break in the channel while Bailey and his party were bound out, and as they kept to the channel I supposed they knew their business. After crossing the bar they turned northward. Thinking they were on their way offshore to the fishing grounds, I said to my men, "They are all right now; let us have our dinner."

We have dinner at 11 a. m. and the cook had already called us several times. All of us except my son and the lookout went below and sat down to table. I still wore my old suit and rubber boots. At 11.25, not more than three minutes after we left the tower, the lookout came bounding downstairs shouting, "She has gone over." Then we all rushed to the boathouse and launched the surfboat.

It transpired that the launch instead of going offshore, as we had supposed she intended to do, made a long turn to the north and attempted to cross the bar again to get in some 300 yards above the channel and over the shoalest part. With four hours' ebb tide and a heavy sea this was impossible, and they were of course capsized.

Three of the Italians disappeared as soon as the launch went over. One of the others grasped Mr. Keenan and engaged him in a life and death struggle, and one was helped to the boat by Mr. Bailey, the elder, who also assisted Mr. Teague, who could not swim, to a place beside the pitching launch. The younger Mr. Bailey, who had proved his ability to take care of himself, was likewise holding onto the launch. The first sea that came along after the capsize swept away the Italian whom Mr. Bailey had assisted to a position of temporary safety, and freed Mr. Keenan from the hold of the other one, whom it also bore out of sight. In my opinion the three men who disappeared so quickly after the accident were either struck by the launch as it turned over or imprisoned and drowned underneath it. None of the fishermen who went to the rescue saw any trace of them. The two rescuing power boats were manned by Messrs. Leslie Chase Wood, James Walter Bradley, and Andrew J. Gynan. One of these boats, which was operated by the two persons first named, was about 25 feet long and had a 3½-horsepower engine; the other one, carrying Mr. Gynan, was a common dory, propelled by a 2-horsepower engine.

Mr. Gynan reached the imperiled men first and at once picked up Mr. Teague, who was on the point of releasing his hold. As the two Baileys seemed able for the moment to take care of themselves, he next made for the one man struggling unsupported some distance away. Seeing that Keenan was in imminent danger of sinking, however, he threw him a lobster pot buoy line with buoy attached, but he was too far gone to take hold of it. Fortunately at this critical moment the larger power boat ran alongside the drowning man, and Bradley grabbed him as he was going down—undoubtedly for the last time—and lifted him out of the water. Both boats then turned their attention to the Baileys, whom they soon had on board.

While the incidents above narrated were taking place we were pulling out to the rescue as fast as oars could take us. We covered the distance in fifteen minutes, but were not in time to take a hand in the rescue, as the power boats did not have nearly so far to go.

When the fishermen had completed their work they started shoreward, meeting us about one-fourth mile outside the scene of the capsize. This is explained by the circumstance that the capsized launch was all the time being swept seaward. All of the rescued men were in urgent need of attention, Keenan being unconscious and on the point of succumbing. The rescuers were not acquainted with the service

method of resuscitating the apparently drowned, but if they had possessed such knowledge they could not have effectively put it to use, as they carried a number of lobster pots, their fishing gear, and a quantity of fish, which left no room for freedom of movement. They accordingly made known to us their desire to put the survivors aboard our boat. When the transfer was effected we started for the river mouth. We now had to pull against the tide, as the sea was by this time breaking heavily on the bar on both sides of the channel, and occasionally in the channel way, but by hard rowing we got in, landing inside the south jetty. With the assistance of some persons in the crowd that had assembled to see us come in we hauled our boat up out of reach of the tide and hurried the four rescued men to the station, where we administered hot drinks, stripped off their wet clothing, gave them brisk rubbing, and, in the case of Keenan, applied the service method of resuscitation. On reaching the station I had telephoned for a physician for this man, but under the vigorous treatment we gave him he regained consciousness without outside attention. We put them all to bed with hot bottles about them, and when the physician arrived they were all comfortably fixed. The Baileys and Mr. Teague were able to go to their homes the same evening, but Mr. Keenan, by the physician's orders, was detained at the station until the next day.

At this date (June 5) only two of the bodies have been recovered—those of Rocco Schina and Berardo Parisso. I do not think any more bodies will be found, as the sea fleas will have eaten the bones bare by now.

The bodies referred to by the keeper were picked up May 31, three weeks after the disaster, by members of the Newburyport station crew. On the person of Parisso was found \$558. On June 16 a local fisherman reported to Keeper Maddock that he had passed a body floating at sea. The keeper and his son launched a dory and went in search of it, finding it $1\frac{1}{2}$ miles northeast of the station. This body was identified as the remains of Tamoro Bernardino. On the clothes were found \$318.45. Both bodies were turned over to the coroner, as was also the money found on each.

SERVICES OF LIFE-SAVING CREWS.

1908.

55983

SERVICES OF LIFE-SAVING CREWS.

In the following table are set forth in abridged form the services of the life-saving crews in connection with casualties to vessels during the year within the field of service operations. It is regretted that the circumstances of each instance of service can not be presented more fully, as many of them, if recited in detail, would undoubtedly afford suggestions of great future benefit to both the life-savers and mariners, enabling more intelligent cooperation between vessel and shore upon occasions of shipwreck.

Services of crews.

[Abbreviations used in this statement: aux. (auxiliary), bg. (brig.), bge. (barge), bk. (bark), bkn. (barkentine), elec. (electric), gas. (gasoline), lch. (launch), nph. (naphtha), sc. (schooner), shp. (ship), slp. (sloop), st. (steam), str. (steamer), yt. (yacht). Am. (American), Br. (British), Fr. (French), Ger. (German), Hol. (Hollandish), It. (Italian), Mex. (Mexican), Nor. (Norwegian), Port. (Portuguese), Span. (Spanish), Swd. (Swedish), W. N. R. A. (Women's National Relief Association).]

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
July 1	Erie, Pennsylvania, Lake Erie.	Gas. lch. Gerald D..	Keeper was informed by telephone that a launch was adrift, out in the lake, about 6 miles NNW. of the station. Life-savers went out in power lifeboat and found that the launch had exhausted its supply of gasoline. The disabled boat was towed in to the dock.
July 1	Duluth, Minnesota, Lake Superior.	Canoe and rowboat, no names.	These boats had been stolen from the yacht club. They were discovered by a surfman, who returned them to their owners.
July 1	Michigan City, Indiana, Lake Michigan.	Gas. lch. Ark.....	Engine broke down; launch on weather side of breakwater, $\frac{3}{4}$ mile from station; blowing strong from the N.; high sea. The 2 occupants fired a gun several times as a distress signal. At 9 p. m. they were discovered by the lookout, and the life-savers went to their rescue in surfboat. The occupants were in great danger of foundering. The surfmen piloted the launch into harbor. Its windows were all broken in, and in a short time the boat would have been smashed on the breakwater.
July 1	Nome, Alaska.....	Sc. Mabel A.....	Stranded on bar on the morning of June 30. She was hauled off at high water the next morning undamaged.
July 1	Cape Disappointment, Washington.	Fish boat, no name..	Life-savers in power boat, patrolling off Peacock Spit, discovered a fish boat, which had lost its gill net. The life-savers located the net and assisted the 2 occupants in recovering it.
July 1	Point Adams, Oregon.....	Fish boat, no name..	Stranded in the breakers on the jetty sands, 4 miles W. of the station. It was discovered by the life-savers in the surfboat, on their way down the river to patrol off Clatsop Spit. The life-savers went to the assistance of the 2 occupants, and succeeded in towing the boat off the beach into deep water.
July 2	Saluria, Texas.....	Sc. Kate M.....	Surfmen set up ranges, and vessel set sail and stood out across bar.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. July 2	Fairport, Ohio, Lake Erie.	Canoe Peter Pan....	Caught in heavy breakers and capsized $\frac{1}{2}$ mile N. of station. The life-savers in surfboat hastened to the rescue. Two lads were found clinging to the bottom of the canoe. They were got into the surfboat and, with the canoe and its belongings, taken to the station, where they were given dry clothing from the W. N. R. A. supplies. (See letter of acknowledgment, p. 263.)
July 2	Duluth, Minnesota, Lake Superior.	Shell, no name.....	This shell, with 9 occupants, became water-logged $\frac{1}{2}$ mile SW. of station. Life-savers went to their aid and picked 5 out of the water. The others were rescued by the coach's boat, which had been following the shell.
July 3	Charlotte, New York, Lake Ontario.	Gas. lch. Bay View..	Machinery broke down and launch was anchored off the beach. The anchor broke and launch drifted ashore. Life-savers jacked up and launched boat and, with the assistance of the owners, towed it to Charlotte.
July 3	Bois Blanc, Michigan, Lake Huron.	Sc. Mary A. Gregory.	Life-savers in surfboat left the station at 7.30 p. m. for the stranded schooner. With her crew's assistance they jacked her up to a height of 3 feet. Surfmen returned to the station at 4.30 p. m. Services were also rendered the 5th and 6th of July. On the 30th the surfmen were engaged on the schooner from 8 a. m. until 5 p. m. They succeeded in lowering her into the water.
July 4	Rockaway Point, New York.	Gas. lch., no name..	Stranded at 9.30 p. m. Life-savers launched it through the surf and piloted it into the bay.
July 4	Louisville, Kentucky.....	Gas. lch. Sir Huon..	Lookout gave alarm that a gasoline launch with 2 women and 2 men on board was in danger near the middle chute of the falls. Its engine had become disabled. Two of the station boats immediately proceeded to the scene. A line was passed to the launch, and it was towed to a point below the falls. Machinery was repaired and the launch piloted into the station. (See letter of acknowledgment, p. 253.)
July 4	Michigan City, Indiana, Lake Michigan.	Slp. yt. Speck.....	Mistook the piers and headed for the beach. Pier watch warned them off by calling out through megaphone. He went out in skiff and piloted them into harbor.
July 4	Jackson Park, Illinois, Lake Michigan.	Gas. lch., no name..	Sprung a leak and came into harbor back of station. Life-savers hauled it up on incline and assisted to repair leak.
July 4	do.....	Gas. lch. Joyce B...	Struck on piles near the station; was reported by lookout. As a small sea was running, the piles soon worked through her bottom, and she filled with water. Station crew got her off the piles and pulled her out on the beach. But for this timely assistance she would have gone to pieces, as the sea greatly increased toward night.
July 4	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfman recovered a skiff adrift in the river, and restored it to its owner.
July 4	Shelbygan, Wisconsin, Lake Michigan.	Str. Illinois.....	Life-savers assisted steamer in making landing, and handled her lines upon arrival and departure.
July 5	Chatham, Massachusetts..	Gas. lch., no name..	Keeper discovered a launch on fire $\frac{1}{2}$ mile ESE. of station. He employed one man to go with him (inactive season), and used station horse to haul dory to the beach. Upon his arrival he found that the occupants had extinguished the fire, but that the launch was totally disabled. It was taken in tow and anchored in a safe berth.
July 5	Hereford Inlet, New Jersey.	Gas. lch. Meta W...	While coming in over the bar, lost a skiff she was towing. Keeper launched a small boat and, assisted by his son (inactive season), picked up the skiff. It was towed in and delivered to its owner.
July 5	Louisville, Kentucky.....	Small boat, no name.	Manned by 3 boys; in danger near the Indiana chute of the falls. Lookout discovered them and gave the alarm. Life-savers went out and caught the skiff and towed it into the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. July 5	Jackson Park, Illinois, Lake Michigan.	Rowboat, no name..	Lookout reported a small rowboat, adrift 2 miles E. of station. Surfmen towed it into the harbor.
July 7	City Point, Massachusetts.	Slp. Shamrock.....	Stranded 1½ miles NE. of station. Keeper discovered her, with flag flying union down. Surfmen ran a line to her and hauled her afloat.
July 7	do.....	Gas. lch. Palm.....	While returning from the Shamrock, the surfmen discovered the Palm drifting with engine disabled. A line was passed aboard, and the launch was towed to its moorings.
July 7	Charlotte, New York, Lake Ontario.	Slp., no name.....	Disasted 2 miles NE. of station; was discovered and reported by lookout. Surfmen went in power lifeboat and towed the sloop into harbor.
July 7	Two Heart River, Michi- gan, Lake Superior.	Str. James H. Mar- tin.	Disabled ¼ mile NNE. of station by boiler starting a leak at defective rivet. Master applied at station for assistance. Life-savers proceeded to the scene in surfboat, taking necessary tools to effect repairs. The engineer and fireman could not remove the old rivet, so the-keeper entered the boiler and cut it out. He then went ashore to make a screw bolt to fit. With this temporary repairs were made, and the life-savers helped to fill boiler.
July 7	Duluth, Minnesota, Lake Superior.	Gas. lch. Lemon....	Engine broke down and launch drifted ashore 3 miles SW. of station. Keeper was notified by telephone. A surfman went to her aid in power launch and towed her to boat club.
July 7	South Manitou Island, Michigan, Lake Michi- gan.	Str. Henry Phipps.	Stranded at 4.45 a. m. on Pyramid Point Shoal. There was a dense fog at the time, and the steamer was discovered by a surfman when the fog cleared. Life-savers in surfboat rowed to the scene, a distance of 8 miles from the station. They rendered assistance by running a hawser, and stood by until 6.10 p. m., when vessel was released.
July 7	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Crescent...	Broke down out in the lake 4 miles E. of station; paddled by 2 occupants 2 miles to water crib. At 9.45 p. m. keeper of crib telephoned to the life-savers, informing them of the accident. They proceeded to the scene in power lifeboat and towed the disabled launch into the harbor.
July 7	Sturgeon Bay Canal, Wis- consin, Lake Michigan.	Gas. lch. Emma.....	Battery cells became exhausted and engine stopped 3 miles NE. of station. One of her 5 occupants made distress signals by waving a coat. Lookout discovered signal and life-savers started for the scene in surfboat. A spare battery was furnished to the Emma and she proceeded under her own power.
July 8	Point Judith, Rhode Is- land.	St. yt. Cavalier.....	In foggy weather stranded near the station. Keeper heard vessel strike. He employed a boatman (inactive season) and proceeded to the place in station skiff. The yacht had backed off, but was located by her whistle. The owner stated that the rudder had been smashed and requested that keeper obtain a tug. Keeper came ashore and sent message for tug, as desired.
July 8	Charlotte, New York, Lake Ontario.	Scow, no name.....	Driven offshore by high wind. Keeper was notified by telephone that scow was abreast of Crescent Beach 3 miles NW. of station. Surfmen, in power lifeboat, proceeded to that point. The scow was recovered and taken to the station to await a claimant.
July 8	Erie, Pennsylvania, Lake Erie.	Catboat, no name...	A fisherman, after laying out his lines 4 miles NE. of station, started back to port. A strong head wind sprang up, and the catboat could not make headway. His plight was discovered by one of the surfmen. The power lifeboat went to his aid and towed him to the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. July 8	Cleveland Ohio, Lake Erie.	Gas. lch., no name...	Disabled $\frac{1}{2}$ mile N. of station. Discovered by lookout, 1.25 a. m. Life-savers proceeded to the scene in surfboat and towed launch to station.
July 8	Nome, Alaska.....	Gas. lch. Defiance...	While carrying mail out to the U. S. R. C. Thetis the launch fouled her port propeller and was washed up on the beach. This occurred at 9.15 p. m. The keeper sent for a tug, and upon its arrival ran a line between the tug and stranded launch. The propeller was cleared, and launch delivered mail to the Thetis.
July 9	Hunniwells Beach, Maine.	Slp. Nancy Hanks..	Disasted 1 mile SE. of station in a heavy squall of wind and rain. The accident was discovered by keeper. He hired a motor boat and two assistants (inactive season) and proceeded to the scene. The sloop was towed 5 miles to a place of safety.
July 10	Blue Point, New York....	Catboat Lark.....	Capsized in wind squall $\frac{1}{2}$ miles N. of station. Keeper with one assistant (inactive season) proceeded in power boat to the scene. The occupant was holding on to the centerboard and was somewhat exhausted. He was taken from the water, the catboat was towed into shoal water and righted, and the keeper assisted the occupant to rrig his boat.
July 10	City Point, Massachusetts.	Gas. lch. Jack.....	Engine became disabled $\frac{3}{4}$ mile SE. of station, and the occupants anchored the launch. They sent word to the station by a passing yacht. The life-savers went to the launch's assistance and took it in tow to the landing.
July 11	Milwaukee, Wisconsin, Lake Michigan.	Slp. Viola.....	Capsized in squall 600 yards E. of station. The predicament of her 4 occupants was discovered by the lookout, who immediately gave the alarm. In 2 minutes the life-savers, in surfboat, were alongside the capsized sloop. They took the rescued men from the water, towed the sloop to the station, righted and balled it out, and secured it at its moorings.
July 11	Nome, Alaska.....	Sc. Joe Mathews	Lying at anchor off beach in NE. gale and high sea. Began to drag anchors, so chains were slipped, and schooner put to sea. She smashed her rudder head and drifted ashore $2\frac{1}{2}$ miles W. of station. Schooner was flat-bottomed, so she came well upon the beach, where she was secured with lines by the life-savers.
July 11	Cape Disappointment, Washington.	Fish boats (2), no names.	A fish boat, while sailing through the breakers in a moderate sea and a fresh NW. wind, capsized 3 miles WSW. of station. Two fishermen, who were thrown out in the water, were picked up by the power lifeboat, which was patrolling near at hand. About this time another boat capsized 2 miles to the southward, and its 2 occupants were picked up by the fish boats near by. The life-savers arrived soon afterwards and righted the boat. The 2 boats were towed in over the bar and delivered to their owners.
July 12	City Point, Massachusetts.	Slp. Nan.....	Capsized $\frac{1}{2}$ mile N. of station. Surfmen went out in launch and found a man clinging to sloop's bottom. They took him off and towed his boat to the yacht club dock.
July 12	Erie, Pennsylvania, Lake Erie.	Gas. lch. Thelma....	Engine became disabled, and launch stranded near the station at 8.20 p. m. Discovered by lookout. Life-savers went out and assisted owner to start launch. She later ran afoul of some fish nets. Life-savers made 2 more trips to launch, landing 20 passengers at dock. Launch was then cut clear from nets, and surfboat towed it into harbor.
July 12	Point Adams, Washington.	Fish boat, no name..	While 2 fishermen were picking up their nets their boat drifted into the breakers 6 miles W. of the station. The wind was fresh from the NW., and a moderate sea was running. The life-savers, in surfboat, were patrolling near by. They succeeded in throwing the fishermen a line, and towed the fish boat into deep water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. July 13	Duluth, Minnesota, Lake Superior.	Catboat Pokegama	Capsized 1½ miles SE. of station; wind blowing fresh from the SW. Discovered by the lookout. The life-savers, in power lifeboat, started immediately for the scene. The 6 men in the water had been picked up by a launch that happened to be near by. The power lifeboat towed the catboat into the yacht club.
July 13	do.....	Gas. lch. Skibo.....	Struck a snag, broke her propeller, and was drifting ashore when discovered. Life-savers towed her to yacht club.
July 14	Mosquito Lagoon, Florida.	Gas. lch. Syria.....	The owner, being unfamiliar with the channel, stranded his boat 1½ miles NW. of the station. Discovered by keeper in power launch while returning with mail from the post-office. The keeper assisted in getting stranded boat off the shoal, and piloted her through the channel into deep water.
July 14	Fort Lauderdale, Florida..	Gas. lch. Persia.....	The owner did not know the way in over the bar. The keeper piloted him into the river.
July 14	Louisville, Kentucky.....	Skiff, no name.....	Four men in small boat, in danger above the falls, were discovered by the lookout. Life-savers towed the skiff out of danger.
July 14	do.....	Sailboat, no name...	Discovered by lookout. Boat had lost rudder, and the 4 occupants had let go the anchor. Life-savers towed boat to moorings.
July 14	do.....	Skiff, no name.....	Lookout gave alarm that a skiff containing 3 boys was in danger above the falls. Life-savers went out, caught the skiff, and towed it to the station.
July 14	Deer Park, Michigan, Lake Superior.	Gas. lch., no name..	Engine became disabled, and launch drifted out in the lake in strong offshore wind. It was discovered by the keeper 3½ miles NE. of station. Life-savers, in surfboat, towed launch in to the beach, cleared it of water, and repaired its engine.
July 14	Michigan City, Indiana, Lake Michigan.	Gas. lch. Nautilus...	Ran out of fuel and was drifting out in the lake in a strong offshore wind. The 8 occupants made distress signals, which were immediately discovered by the lookout. The life-savers, in a power launch, picked up the Nautilus 2 miles N. of the station.
July 14	Old Chicago, Illinois, Lake Michigan.	Gas. lch. American Eagle.	Engine became disabled and launch was adrift in harbor. It was discovered by lookout ¼ mile E. of station. Wind was blowing fresh from the S., and there was a moderate sea. Life-savers, in power lifeboat, found 40 passengers on board. The launch was towed in to the dock.
July 14	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	At 6.30 p. m. an intoxicated man was pulling around in a skiff outside the harbor piers. He was unable to handle his boat, so a surfman towed him back into the harbor.
July 15	Burnt Island, Maine.....	Gas. lch. Skidoo.....	Overtaken by a dense fog and anchored near the island. Occupants came ashore to the station and keeper accompanied them back to the launch. He went out in station motor boat and directed them on their way home.
July 15	City Point, Massachusetts.	Gas. lch. Hazel.....	Caught fire while lying at moorings. Life-savers went on board with buckets and extinguished blaze.
July 15	Duluth, Minnesota, Lake Superior.	Catboat, no name...	Was becalmed, with 3 occupants, 3 miles SE. of station. Discovered at 1.30 a. m. by patrol, who went out in rowboat and towed them ashore.
July 15	do.....	Slp. Agwinde.....	Capsized at dock while drying sails; fresh SW. wind. Discovered by keeper at station ¼ mile distant. Life-savers righted the boat and bailed it out.
July 15	Michigan City, Indiana, Lake Michigan.	Gas. lch. Alice.....	This launch, towing a gravel scow, had her engine disabled while entering harbor. The sea was very choppy, and her distress was discovered by lookout. Surfmen ran out on pier and threw a line to the launch. Three surfmen fended the scow off from the pier, thus saving it from foundering. The launch was hauled into smooth water and its engine repaired. It then proceeded with its tow.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
July 15	Holland, Michigan, Lake Michigan.	Sailboat, Bay Homer	A telephone message was received at the station that a sailboat had capsized in Black Lake. Life-savers immediately launched surfboat and went to its assistance. Before their arrival a gasoline launch, which was close by at the time of the accident, had taken the occupants off. Life-savers righted and bailed out the boat.
July 15	South Chicago, Illinois, Lake Michigan.	Rowboat, no name..	Parted its moorings and was blown 2 miles out in the lake before a strong offshore wind. Life-savers went out in power lifeboat and recovered it. It was held at the station until claimed by the owner.
July 15	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Puritan....	This launch, with 2 men and 2 women occupants, was discovered by keeper 1½ miles ENE. of the station. Wind was strong from the SW. and there was a rough sea. With engine out of service, the boat was in danger of swamping. The lifeboat went to their aid and towed the launch into harbor.
July 15	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfman, in station skiff, recovered a small boat afloat in the river. It was restored to its owner.
July 15	Coos Bay, Oregon.....	Rowboat, no name..	A gasoline fish boat shipped a sea while standing out over the bar. She had a rowboat in tow, which was capsized and set adrift. Surfmen went out in dory and brought rowboat to the station. The fish boat continued on its way.
July 16	Point Judith, Rhode Island.	St. yt. Nada.....	Struck breakwater in thick fog 2 miles W. by N. of station. Her whistle was heard by keeper at 9.15 p. m. He employed 2 boatmen (inactive season) and went off to steamer. She was found to be leaking badly, and the pumps were unable to keep her afloat. Under the direction of the keeper she was beached at Sand Hill Cove, and stern anchors were put out to keep her from driving too far up the beach. On the 17th the keeper boarded her at 1 a. m., and as the tide fell pumped her clear and stopped leak with oakum and laths. She was floated under her own steam, with assistance of keeper, and proceeded to Newport for repairs.
July 16	Galveston, Texas.....	Skiff, no name.....	At 5 a. m. keeper discovered a skiff 1 mile N. of the station drifting out with the tide. He towed it to the station and afterwards restored it to owner.
July 16	Nome, Alaska.....	Gas. lch. Portland..	Engine became disabled and launch, while trying to enter Snake River, was washed up on the beach. Life-savers laid out a kedge, hauled launch into deep water, and piloted it into river.
July 17	Marblehead, Ohio, Lake Erie.	Sip., no name.....	In danger of capsizing with 5 intoxicated occupants. It was 1 mile NW. of station when discovered by lookout. Surfmen proceeded to the scene in power lifeboat, took 3 of the occupants aboard, and towed the others in the sloop to the dock.
July 17	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine was disabled and boat was adrift close by to the station. Keeper, in launch, towed it back to the clubhouse dock.
July 17	do.....	Sailboat, no name..	In a fresh W. wind, parted its moorings and drifted ashore. It was discovered by lookout. Keeper, in launch, towed boat to moorings, and made it secure.
July 17	Nome, Alaska.....	Gas. lch. Wilhelmina	While trying to enter Snake River, stranded on bar. Station crew, with the aid of lines, hauled launch into the river.
July 17	do.....	Dory, no name.....	This boat was returning from a steamer anchored in the roadstead. Life-savers hauled boat up on the beach clear of the surf.
July 18	Charlevoix, Michigan, Lake Michigan.	Gas. lch. Cupid.....	Engine broke down 2 miles SW. of station. Boat was discovered by lookout. A surfman towed it safely into port.
July 18	Nome, Alaska.....	Sc. Mary Sachs	While anchored 1½ miles W. of station, parted her anchor chain in a SSW. gale and drifted ashore. Life-savers secured vessel by running lines, and stood watch over it during absence of master.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. July 19	Charlotte, New York, Lake Ontario.	Gas. lch. Montague..	Discovered by lookout 2 miles SE. of station. Launch had its engine disabled and was adrift $1\frac{1}{2}$ miles offshore. Surfmen proceeded to the scene in power lifeboat and towed the launch into the harbor.
July 19	White River, Michigan, Lake Michigan.	Str. Ida M. Stevens.	Tug was towing a boom of logs, which broke up off the station. She blew her whistle for the life-savers, and they went out in surfboat and assisted in fastening boom together.
July 19	Kewaunee, Wisconsin, Lake Michigan.	Am. str. Addie Wade.	Engine stuck on center while heading for dock. To avoid collision, vessel was headed into mud bank. Life-savers boarded her and took lines to the dock. Using steam windlass, they hove the vessel off the bank and into her berth.
July 20	City Point, Massachusetts.	Gas. lch., no name...	Engine became disabled, and occupant of launch signalled to life-savers by waving his coat. Station launch towed disabled boat to the yacht club dock.
July 20	do.....	Gas. yt. Natma.....	This launch, with 4 occupants on board, became disabled $\frac{1}{2}$ mile NE. of station. One of them came to the station for assistance. Life-savers went to aid of launch and towed it to yacht club dock.
July 20	Buffalo, New York, Lake Ontario.	Canoe, no name.....	At 5.30 p. m. the lookout gave the alarm that a canoe had capsized 1 mile S. of the station. Surfmen manned small boat and rowed to the scene. They took the 2 occupants on board and, with the canoe in tow, took them to the yacht clubhouse.
July 20	Grand Haven, Michigan, Lake Michigan.	Gas. lch. Diamond..	Stranded 4 miles N. by W. of station and discovered by patrol at 2 a. m. He burned 2 coston signals and the life-savers proceeded in surfboat to the scene. By laying out anchors and using the launch's power, it was floated at 9 a. m. Life-savers towed launch to the station. It had suffered little damage.
July 20	Point Adams, Oregon.....	Fishboat, no name..	During foggy weather, stranded on jetty sands at 12.30 a. m., 4 miles W. of station. The 2 occupants made repeated efforts to launch the boat, but the surf drove them back each time. They went to Fort Stevens and by telephone notified the life-savers of their predicament. The station crew proceeded to the scene in surfboat and found the fish boat in such damaged condition that no attempt was made to save it. The net and boat gear were secured, however. The locality of the wreck could not be seen from the station.
July 21	City Point, Massachusetts.	Slp., no name.....	Capsized by a sudden squall. The occupant climbed out on a near-by yacht. Life-savers went out in launch and towed boat ashore.
July 21	do.....	Gas. lch. Kalitan...	Carried away its rudder $\frac{1}{2}$ mile SW. of station. Two occupants in their tender rowed to the station and asked for aid. Surfmen in launch towed the Kalitan to the yacht club.
July 21	do.....	Catboat Solitaire....	Broke gooseneck of main boom while racing in fresh W. wind. Word was brought to the station by a passing yacht. Life-savers in steam launch towed her to moorings off yacht club.
July 21	do.....	Slp. yt. Sadie B.....	Smashed her rudder post just as she was entering race. Occupant called out to station for assistance. Surfmen went out in launch and took sloop in tow, thus preventing her fouling the other yachts.
July 21	Zachs Inlet, New York....	Catboat, no name...	Stranded $1\frac{1}{2}$ miles SW. of station; moderate NW. wind and a rough sea. Keeper went to their assistance in power boat. The catboat had filled. The 3 occupants, 2 of whom were intoxicated, were brought ashore.
July 21	Atlantic City, New Jersey.	Gas. lch. Idyl.....	Capsized on the Absecon Inlet Bar, $1\frac{1}{2}$ miles E. of station. Wind was light, but sea was heavy. Keeper secured a volunteer crew (inactive season) and started for the scene in surfboat. After much difficulty the bar

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. July 21	Atlantic City, New Jersey.	Gas. lch. Idyl.....	was crossed and 1 man was picked up from a floating ice chest. Three more men were found in the launch. The tide was running out so strong that keeper was unable to return to the station, so a landing was made at the ocean pier.
July 21	Big Sandy, New York....	Gas. lch., no name...	At 10 p. m. lookout reported that a gasoline launch while trying to enter the creek had stranded on the bar. Life-savers in power surfboat towed launch into the creek.
July 21	Pointe aux Barques, Michigan, Lake Huron.	do.....	Put in at the station at 10 p. m. with reversing and steering gear out of order. The next morning the launch was hauled out on the ways and repairs were made. It left the station in good working order.
July 21	Point Betsie, Michigan, Lake Michigan.	Gas. lch. Linden....	Was discovered by lookout trying to cross the bar. It was found too rough, there being a strong wind and a heavy sea. At 7 p. m. the launch was headed for the beach, but filled before it could be reached. The 2 occupants were taken from the water by the life-savers. The boat was hauled up on the beach.
July 21	Muskegon, Michigan, Lake Michigan.	Gas. lch., no name...	Fresh SW. wind and raining. Engine broke down at 7.30 p. m. 1 mile S. by W. of the station. Keeper was notified by telephone. Life-savers proceeded to the scene in surfboat. The launch, with its 9 occupants, was taken to a safe berth in Muskegon Harbor.
July 21	Michigan City, Indiana, Lake Michigan.	Gas. lch. Rough Ryder.	Engine broke down and the launch was beached 8 miles E. of the station. Keeper sent 2 surfmen in small boat to assist in getting launch off the beach. After getting off it was sunk by a large breaker in 12 feet of water. The crew were saved by the life-savers' boat. The Rough Ryder was raised and towed to Michigan City.
July 21	Jackson Park, Illinois, Lake Michigan.	Gas. lch., no name...	Engine was disabled 3 miles NE. of station. Life-savers were notified by telephone message and proceeded to the scene in surfboat. Launch was towed into the harbor, just missing a heavy thunderstorm that passed soon after. There were 9 persons on board.
July 21	Fort Lauderdale, Florida..	do.....	Supplied with fresh water.
July 21	Nome, Alaska.....	Gas. lch. Wilhelmina.	Stranded on bar while trying to enter Snake River. Surfmen hauled launch off and up on the beach. After landing passengers and baggage they hauled launch back into the river.
July 21	Ilwaco Beach, Washington.	Fishboat, no name..	A man came to the station and informed the keeper that a boat had capsized in the breakers 5 miles S. of the station. Life-savers went to scene in surfboat and learned that 1 fisherman had swam ashore and the other had drowned. Life-savers recovered boat and net and hauled them up on the beach, using station horse and wagon for this purpose.
July 22 July 23 July 24 July 25	Vermilion and Crisps, Michigan, Lake Superior.	Str. Homer Warren; Am. sc. B. B. Buckout.	Stranded in thick fog, 1½ miles WNW. of station; discovered by the lookout. Life-savers in surfboat went to her aid and found that the steamer and the schooner B. B. Buckout, 1 of the steamer's 3 tows, was ashore. At the master's request the keeper telephoned for a tug and a diver. As the wind was blowing fresh and the weather threatening, the life-savers at Crisps station were called upon to assist. At 11.50 p. m. the schooner signaled for assistance, and surfman went out and brought her crew ashore. The steamer worked herself off on the morning of July 23 and proceeded on her way. At 10 a. m. the sea having gone down, surfmen placed schooner's crew on board. At 9.30 a. m., July 24, the Homer Warren returned with a tug and blew whistle for the station crew. They went out and assisted in placing pumpsuction pipes, removing lumber from schooner to steamer, and in lightening the schooner. On July 25 the life-savers rendered similar services until the schooner was floated at 3.15 a. m.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
July 22	Crisps, Michigan, Lake Superior.	Sc. Thos. A. Cahoon.	When the steamer Homer Warren went ashore, this schooner drifted over the bar and stranded $4\frac{1}{2}$ miles E. by N. of the station. Life-savers received notification by telephone from Vermilion station. They proceeded to the scene in surfboat and sounded around the schooner. Upon the arrival of a tug the life-savers ran a towline and the schooner was floated without damage.
July 22	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	This shell, in a water-logged condition, was discovered by the lookout. Station launch went out and brought 1 of the occupants ashore. The other occupant was taken off by a rowboat from the yacht club.
July 22	Nome, Alaska.....	Dory, no name.....	While the crew of this boat were trying to launch it through the surf it shipped a sea and swamped. Life-savers hauled it up on the beach and discharged it before the freight was badly damaged.
July 23	Jerrys Point, New Hampshire.	Yawl Katherine.....	Had its sails badly torn in a squall. It was blowing fresh and weather was foggy. Could not get into harbor, so owner anchored off Jerrys Point and was starting ashore in tender to secure a tug, when keeper went out, got up anchor and jib, and took yawl into Little Harbor.
July 23	City Point, Massachusetts.	Gas. lch. Hattie D..	Engine became disabled at 10.30 p. m., when launch was $\frac{1}{2}$ mile SE. of station. Occupants called to the station for help. Life-savers took the boat in tow and landed the occupants at the wharf.
July 23	do.....	Gas. lch. Mary K....	Engine became disabled at 10.40 p. m., when launch was 2 miles SE. of the station. Keeper discovered it while towing the Hattie D. to the wharf. On his return he passed a line to the Mary K. and towed it to the South Boston Yacht Club. There were 5 women among the occupants.
July 23	Charlotte, New York, Lake Ontario.	Gas. lch. Lygian....	Ran out of gasoline and went adrift 8 miles NE. of station. Keeper was notified by a telephone message. Life-savers in power lifeboat went to the assistance of the 4 occupants and towed the launch to the station.
July 23	Michigan City, Indiana, Lake Michigan.	Gas. lch. May B.....	Engine became disabled when the launch was $\frac{1}{2}$ mile NW. of the station. The predicament of the 5 occupants was discovered by the lookout. Life-savers proceeded to the scene, towed the launch to the station, repaired the engine, and the party proceeded on their way.
July 23	Coquille River, Oregon....	Raft of logs.....	Lookout discovered a raft of logs drifting out of the river. Life-savers in surfboat ran lines to the raft and sheered it alongside of the jetty. It was secured until a tug towed it back to the mills. But for this timely assistance it would have drifted out to sea.
July 24	Fairport, Ohio, Lake Erie.	Skiff, no name.....	Swamped and capsized $\frac{1}{2}$ mile N. of the station. The weather was squally and the predicament of the intoxicated occupant was discovered by the lookout. The life-savers in the surfboat hurried to the scene. The man had climbed upon the bottom of the boat and was drifting rapidly out in the lake. He was taken into the surfboat and the skiff was towed to the station.
July 24	Cleveland, Ohio, Lake Erie.	Gas. lch., no name	At 8.30 p. m. life-savers heard an explosion at a boathouse about $\frac{1}{2}$ mile SE. of station. They hurried to the scene with fire extinguisher and found launch in flames. They sunk the launch, took 1 of the crew to the station, tended his burns, and sent him and his 2 companions home in an ambulance.
July 24	Duluth, Minnesota, Lake Superior.	Gas. lch. Kathrine..	Engine became disabled and the launch went adrift $\frac{1}{2}$ mile SW. of the station. The 2 occupants signaled for aid. Keeper went out in the station launch and towed them to the yacht club dock.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. July 24	Racine, Wisconsin, Lake Michigan.	Punt, no name.....	Three boys went out in a punt. A fresh offshore breeze sprang up and they were unable to return. Their dilemma was noticed by the life-savers, who went out in surfboat and towed them ashore.
July 25	Cape Elizabeth, Maine.....	Slp., no name.....	At 7 p. m. a voice was heard from over the water calling for assistance. There was a dense fog and the sea was rough. The keeper employed 3 boatmen (inactive season) and went out in motor boat to investigate. The sloop was found anchored in a dangerous position, very near to the breakers. It was taken in tow to the station.
July 25	Barnegat, New Jersey.....	Catboat Pastime.....	Three young men out fishing in a catboat got into the breakers. Sail was taken in and the boat was anchored. Their signal for assistance was seen by the keeper. A volunteer crew was mustered (inactive season) and the keeper proceeded to the scene with a power boat, towing the surfboat. The power boat was anchored outside the line of breakers, life-savers took to the surfboat, and the catboat was boarded. Her anchor was hove up, sail was set, and she was worked into the channel. The assistance so promptly rendered saved the catboat and probably the lives of the 3 occupants.
July 25	Duluth, Minnesota, Lake Michigan.	Slp. yt. Yaqui.....	Capsized at dock by a gust of wind. Lookout discovered the accident and gave the alarm. Surfmen proceeded to the scene in launch, righted the sloop, towed it into shoal water, and bailed it out.
July 26	City Point, Massachusetts.	Slp. yt. Thialfi.....	During a fresh breeze the Thialfi went adrift at 8.45 p. m. Keeper was notified by members of the yacht club. Surfmen manned the steam launch, took the yacht in tow, and secured it in a safe berth.
July 26	Charlotte, New York, Lake Ontario.	Br. slp. Vista.....	Struck by squall and lost all of its sails 5 miles E. of station. Two of its crew came to the station for aid and were supplied with breakfast. The life-savers went out in power lifeboat, picked up sloop, and towed it into the harbor.
July 26	Marblehead, Ohio, Lake Erie.	Gas. lch. Dispatch..	Disabled $\frac{1}{2}$ mile W. of the station, with a line in its wheel. Accident was discovered by the lookout. Fresh NW. wind and a moderate sea. Life-savers proceeded to the scene in the power surfboat. The launch was taken in tow to the station, where the wheel was cleared.
July 26	Hammond, Michigan, Lake Huron.	Gas. yt. Yankee.....	A gale sprang up suddenly from the NW., kicking up a rough sea. Occupants were unable to get machinery started, and boat was sunk alongside of the wharf. This occurred at 11 p. m. $2\frac{1}{2}$ miles E. of the station. Life-savers were notified the next morning and proceeded to the scene in surfboat, but could do nothing on account of the heavy sea. The next morning the life-savers again proceeded to the scene, got a line under the boat, and with heavy falls got the wreck ashore. The 4 occupants were furnished with clothing from the W. N. R. A.
July 26	Holland, Michigan, Lake Michigan.	Yawl, no name.....	The yacht Huntress reported that she had lost her yawl 2 miles N. of the station. Surfmen found the boat and hauled it up on the beach in a safe place.
July 26	South Haven, Michigan, Lake Michigan.	Scow, no name.....	At 3.30 a. m. the lookout discovered a ferry scow drifting out of the harbor. As it drifted near the pier he placed a line on board and secured it.
July 27	Point of Woods, New York.	Gas. yt. Storm King.	Broke her rudder and went adrift $\frac{1}{2}$ mile NW of station. The keeper went out in power boat, gave the yacht a tow, and assisted until repairs were made.
July 27	Hereford Inlet, New Jersey.	Small boat, no name.	Keeper discovered a small lifeboat drifting out to sea. He towed it ashore and restored it to its owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
July 27	Two Heart River, Michigan, Lake Superior.	Gas. lch., no name..	Keeper proceeded to a point on the beach 5 miles distant and assisted owner of gasoline launch to repair machinery.
July 27	Duluth, Minnesota, Lake Superior.	Gas. lch. Omer.....	Engine became disabled and launch went adrift 3 miles SE. of station. It was discovered by lookout, who gave the alarm. Keeper went to its assistance and towed it to the dock.
July 28	City Point, Massachusetts.	Gas. lch. Tillie S....	Engine became disabled and launch went adrift 2½ miles ENE. of the station. She had a party of 41 persons on board. Some of them, in a small rowboat, came to the station at 11.15 p. m. and asked for aid. Life-savers proceeded to the scene in steam launch and towed the Tillie S. to the dock. After the party was disembarked the life-savers towed the boat out to its moorings.
July 28	Oswego, New York, Lake Ontario.	Gas lch. Scrap Iron.	Lookout discovered a launch disabled 1½ miles NW. of the station. Life-savers went to the aid of the 3 occupants and towed the boat into the harbor. The machinery was repaired, and the launch proceeded on its way.
July 28	Buffalo, New York, Lake Erie.	Gas. lch., no name...	Lookout gave the alarm that a launch was drifting upon the rocks 1½ miles NW. of the station. Life-savers proceeded to the scene in power surfboat, towing small boat. The small boat ran a line from the surfboat to the launch. The latter was hauled off and towed to the wharf.
July 28	Holland, Michigan, Lake Michigan.	Canoe, no name.....	Capsized ¼ mile W. of station. Accident was discovered by lookout. Life-savers hastened to the scene, picked up 1 man from the water, and righted the canoe. The other occupant had gotten ashore.
July 28	Nome, Alaska.....	Sc. Dora.....	Stranded on the bar at the mouth of Snake River. Life-savers ran a line to the schooner from the beach and assisted in hauling her into deep water.
July 29	Charlotte, New York, Lake Ontario.	Slp. Fawn.....	At 7.20 p. m. lookout reported this boat in distress 2 miles NE. of the station. Life-savers proceeded to the scene in surfboat, finding a man and a woman on board, both of whom were inexperienced in handling a sailboat. The sloop was towed into the harbor.
July 29	Hammond, Michigan, Lake Huron.	Gas. yt. Yankee....	Life-savers conveyed crew and machinery of yacht from dock to vessel.
July 29	Vermillion, Michigan, Lake Superior.	Str. John Crerar.....	Stranded in thick fog 7 miles E. of station. Life-savers were notified by telephone message. Surfboat was launched and proceeded to the wreck. Upon the arrival of a tug life-savers ran a line to the steamer. Afterwards shifting it from stern to bow, the steamer was hauled into deep water.
July 30	Marblehead, Ohio, Lake Erie.	Gas. lch. Alice G....	Engine became disabled and boat was drifting on the beach ½ mile W. of the station. Life-savers went to its assistance in surfboat. The launch was towed to the dock, where necessary repairs were made.
July 30	Ludington, Michigan, Lake Michigan.	Slp. Edith M.....	Was unable to make the harbor under sail, being becalmed 1 mile NW. of the station. There was a heavy swell, and the weather was threatening. The 3 occupants tried to tow sloop, using their tender, but were unable to do so. Life-savers went out in surfboat and towed sloop into the harbor.
July 31	City Point, Massachusetts.	Slp. Edith.....	Wind blowing fresh and sea choppy; boat parted her moorings and went adrift 1 mile SW. of station. It was discovered by lookout and life-savers went out to secure it. They took the boat in tow to the station and secured it at a spare mooring.
July 31	Buffalo, New York, Lake Erie.	Slp. Ida.....	Wind blowing fresh and sea moderate. Sloop, when 1 mile W. of the station, carried away her spar. Surfmen, in power lifeboat, towed her to the yacht club mooring.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907			
Aug. 1	Highland, Massachusetts..	Str. Ocean View....	Stranded on the bar $\frac{1}{2}$ mile S. of station at 10.50 p. m. in thick fog. Station crew went to her assistance in surfboat, ran out kedge anchor, and when tide turned flood hove her afloat with windlass undamaged.
Aug. 1	Harbor Beach, Michigan, Lake Huron.	Sail boat, no name..	Foremast carried away in fresh breeze 200 yards E. of station. Two surfmen in small boat towed the disabled craft to leeward of dock into smooth water.
Aug. 1	Tawas, Michigan, Lake Huron.	Catboat Venetta....	Partly filled with water and became unmanageable when abreast the station and 400 yards offshore. Life-savers went to her in surfboat, towed her out into the lake, and bailed her out. She then proceeded to her destination.
Aug. 1	Duluth, Minnesota, Lake Superior.	Gas. lch. The Kid...	Adrift 1 mile S. of station, engine disabled. Surfman went out in power small boat and towed it to Lake avenue slip.
Aug. 1	Pentwater, Michigan, Lake Michigan.	Slp., no name.....	Capsized in a NW. squall, drifted in, and stranded 2 $\frac{1}{2}$ miles N. from station, the 3 occupants getting ashore with the assistance of cottagers. Surfboat went to assistance of the sloop, and life-savers righted it and hauled it out on the beach clear of the sea.
Aug. 1	White River, Michigan, Lake Michigan.	Slp. Dan.....	Capsized 2 miles E. of station at 9.45 a. m. The occupants were rescued by a passing launch. Life-savers in surfboat righted and bailed out the sloop and towed it to a safe place.
Aug. 1	do.....	Slp. Cub.....	Capsized 2 $\frac{1}{2}$ miles SE. of station. Life-savers went to her assistance in surfboat, took off the 2 men who were clinging to her bottom, righted and bailed her out, and towed her to a safe anchorage, then brought the men ashore.
Aug. 2	Wood End, Massachusetts.	Slp. Saladin.....	Stranded 1 mile E. of station on the ebb tide. Life-savers went to her assistance in surfboat and, with a sand anchor and tackles to her masthead, hove her up on her bottom. On the flood tide she floated, and the keeper piloted her into Provincetown Harbor.
Aug. 2	Harvey Cedars, New Jersey.	Small boat, no name.	Upset 500 yards W. of station. Life-savers went out in small boat, rescued the occupant, who was clinging to its bottom, towed his boat ashore, righted it, and bailed it out.
Aug. 2	Little Beach, New Jersey..	Gas. sc. Ellen Blake.	Stranded at the top of high water on a dangerous bar $\frac{1}{2}$ mile S. of station. Life savers went to her assistance in power launch, but as the tide was falling no service could be rendered. At high water on the 3d the life-savers, with power launch, succeeded in floating her and piloted her to a safe anchorage in Little Egg Inlet.
Aug. 2 Aug. 3	Saluria, Texas.....	United States light-house tender Magnolia.	At the request of the United States light-house inspector, keeper piloted the Magnolia in over bar and up the Pass to Half Moon Reef light-house. On the 3d he piloted her out over bar.
Aug. 2	Tawas, Michigan, Lake Huron.	Sail yt. Caribou....	Capsized 6 miles W. of station in a squall. The crew of 3 were taken ashore by a passing fish tug and the station notified by telephone. The life-savers went out in surfboat, righted the yacht, bailed her out, towed her into harbor, and turned her over to owner.
Aug. 2	Holland, Michigan, Lake Michigan.	Ywl. yt. Nahma....	Stranded at 11.45 p. m. 300 yards W. of station. Life-savers went on board in surfboat and brought the 3 occupants to the station, furnished them stimulants, dry clothing from the W. N. R. A. stores, and a place to sleep. At 4.30 a. m. the life-savers returned to the yacht in the surfboat and with tackle and lines hove her afloat and brought her into the harbor.
Aug. 3	Grand Haven, Michigan, Lake Michigan.	Gas. lch. Tom Boy..	The sea being too rough for safety, she was run ashore by her crew 6 miles S. of the station, for protection. They came to the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Aug. 3	Grand Haven, Michigan, Lake Michigan.	Gas. lch. Tom Boy..	station and notified keeper; the life-savers proceeded to the scene in surfboat, launched her, brought her to station, and delivered her to owner.
Aug. 3	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Vanadis...	Drifting in toward the breakwater in a fresh NE. breeze, engine broken down. Life-savers went out in surfboat and towed her into harbor back of station.
Aug. 3	Evanston, Illinois, Lake Michigan. (Rogers Park Boat Club).	Gas. lch. Where at..	Engine disabled, stranded $\frac{1}{2}$ mile SE. of boat-house. After going out in small boat to find the trouble, volunteer crew in surfboat pulled her afloat and towed her in behind the pier, repaired the engine and 2 of them then took her to her destination—Evanston, Illinois.
Aug. 4	Burnt Island, Maine.....	Slp., no name.....	Anchored in an exposed place with no one on board, wind freshening, was towed into a harbor by surfmen in power small boat.
Aug. 4	do.....	Gas. fish boat, no name.	Battery cells got out of order when near the station. She was anchored and a surfman in power small boat took 1 of her crew to Benner Island and back for new cells.
Aug. 4	City Point, Massachusetts.	Sailboat, no name...	Three men, fishing in a small boat $\frac{1}{2}$ mile from the station, in attempting to get their anchor, capsized the boat and were thrown into the water. Life-savers saw the boat upset and hurried to the scene in 2 power launches, rescued the 3 men from the water, righted their boat, and took them and boat to the shore at Bay View.
Aug. 4	Race Point, Massachusetts.	Sc. Albert Geiger....	Stranded at 4.45 a. m., 400 yards N. of station, in thick weather. Life-savers went on board in surfboat, and at the request of her master, the keeper took charge, ran out an anchor, set sails, and floated her at 6.30 a. m.
Aug. 4	Point of Woods, New York.	Rowboat, no name..	Found adrift in the bay, hauled ashore, and held for owner.
Aug. 4	Ludington, Michigan, Lake Michigan.	Ses. Minnehaha and Little Georgy.	Lying at the end of N. pier, sea making up too rough for them to remain in safety and unable to get a tug, life-savers went out at 11 p. m. and towed them into smooth water.
Aug. 4	South Haven, Michigan, Lake Michigan.	Canoe, no name.....	Capsized 30 feet from outer end of N. pier; the occupant swimming to the pier, where he was helped out by some fishermen. The lookout saw the canoe upset and gave the alarm. Life-savers went out in surfboat, righted the canoe, picked up the occupant's coat and watch, and turned them over to him. He then got in his boat and paddled to the boat club.
Aug. 4	Old Chicago, Illinois, Lake Michigan.	Gas. yt. Nanine.....	Engine disabled, drifting in on the breakwater in rough sea with 5 men on board. Life-savers went out in power lifeboat and took her in tow. While towing in her master fell overboard and was rescued by the life-savers. The yacht was taken into the Illinois Central basin and safely moored.
Aug. 5	Point of Woods, New York.	Gas. lch. Earliston...	Adrift with machinery disabled 4 miles NE. of station, 1 man and 6 women on board. Surfman Skidmore, off on liberty, heard of their plight, went out in his sailboat and towed them to their home at Great River.
Aug. 5	Harbor Beach, Michigan, Lake Huron.	Sc. Jennie Weaver..	Dragging toward shore, the 1 seaman on board asleep. Life-savers boarded her in surfboat and awakened the man on board. The master and 1 seaman arriving on dock were put on board and life-savers assisted to shift to a safe anchorage, then landed master and seaman.
Aug. 5	Vermilion, Michigan, Lake Superior.	Gas. lch. H. T. Pingree.	At request of owner, life-savers assisted him to haul his boat out on the beach, as the weather looked threatening.
Aug. 5	Portage, Michigan, Lake Superior.	Gas. lch., no name...	Adrift 1 mile NE. of station, engine broken down. Life-savers went out in surfboat and towed it into the harbor.
Aug. 5	North Manitou Island, Michigan, Lake Michigan.	Gas. lch. Manitou...	Mail boat with 8 passengers, engine disabled and drifting before the wind, 1 mile N. of station. Keeper employed a power boat and went out and towed her back to her moorings.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1997. Aug. 5	Holland, Michigan, Lake Michigan.	Canoe, no name.....	Capsized $\frac{1}{2}$ mile SW. from station, throwing the 2 occupants into the water. Life-savers went out in the surfboat and rescued the 2 men, pulled the canoe into the surfboat, and brought them to the station.
Aug. 5	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Quien Sabe.	Parted her anchor chain and went adrift in a S. gale at 4 a. m., nobody on board. Life-savers went out in surfboat and towed her to a safe mooring.
Aug. 5	Nome, Alaska.....	Sc. Clara Bell.....	Dragging ashore 2 miles SE. of station with no one on board. Life-savers went out in power launch, and, after $1\frac{1}{2}$ hours of hard pulling, got her out of the breakers and towed her to a safe anchorage.
Aug. 5	do.....	Small boat, no name.	A ship's boat from the Russian steamer Ussuri, with 10 men in it, swamped while attempting to make a landing through the surf. Life-savers assisted by hauling the boat upon the beach and bailing it out.
Aug. 6	White Head, Maine.....	Nph. lch. Helen M..	Stranded on a sunken ledge in Seal Harbor, 1 mile NNW. of station. Station crew went to her assistance in surfboat and ran out an anchor, but, as the tide was falling, could not float her; put some planks under her bottom for protection, and returning on the flood tide, succeeded in kedging her off the ledge but slightly damaged.
Aug. 6	Plum Island, Massachusetts.	Gas. lch. Agawam...	Adrift $2\frac{1}{2}$ miles E. of station, engine disabled, 6 men on board. Life-savers went out in surfboat and towed them into smooth water near the beach, where the boat was anchored and engine repaired.
Aug. 6	Saluria, Texas.....	Sc. and slp., names unknown.	Approaching the bar, keeper set ranges for them to cross. They came in and proceeded up the Pass.
Aug. 6	Holland, Michigan, Lake Michigan.	Canoe, no name.....	Capsized $\frac{1}{2}$ mile W. of station, throwing the 2 occupants into the water. Life-savers in surfboat rescued the men, pulled the canoe into surfboat, and brought them to station.
Aug. 6	Old Chicago, Illinois, Lake Michigan.	Gas. lch., no name...	Engine disabled, adrift from the afternoon of the 5th until 6 p. m. of the 6th, in Lake Michigan about 5 miles SE. of station, 2 men on board. Picked up by the steamer Delaware and towed to Chicago offing, where the Delaware blew four whistles for the life-savers. The surfboat went out and towed the launch into the shore.
Aug. 7	Duluth, Minnesota, Lake Superior.	do.....	Adrift $\frac{1}{2}$ mile S. of station, engine broken down. Surfman with power launch towed her into yacht club dock.
Aug. 7	White River, Michigan, Lake Michigan.	Slp. yt. Vanenna....	Surfmen took a line from the Vanenna and towed her out clear of the pier.
Aug. 8	Orleans, Massachusetts...	Canoe, no name.....	Life-savers assisted Mr. H. A. Wise Wood and wife to land through the surf in a canoe, gave them dinner and supper at the station, and keeper put them up at a cottage of his own for the night. The following morning they were assisted in launching their canoe through the surf by the station crew. They had paddled from New York and were bound for Maine. (See letter of acknowledgment.)
Aug. 8	Buffalo, New York, Lake Erie.	Gas. lch., no name..	Broken down outside the breakwater. Power surfboat went out and towed launch to station and later to the yacht club mooring.
Aug. 8	Two Rivers, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting out of harbor. Picked up by station small boat and turned over to owner.
Aug. 9	Forge River, New York...	Power boat, no name.	Piloted down through the bay by surfmen from the station.
Aug. 9	Galveston, Texas.....	Rowboat, no name..	Bottom up, drifting out with the tide. Picked up by station dinghy, towed ashore and held for owner.
Aug. 9	Harbor Beach, Michigan, Lake Huron.	Sailboat, no name...	Rod of centerboard broken and unable to raise centerboard, consequently could not get in to shoal water. Life-savers went out to her, $1\frac{1}{2}$ miles S. of station, in surfboat, passed a line under her bottom and lifted the centerboard, then towed her into the harbor.
Aug. 10	Newburyport, Massachusetts.	Gas. lch., no name..	Out of gasoline and drifting out with the tide. Life-savers in small boat towed her in abreast of station and secured her for the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Aug. 10	Newburyport, Massachusetts.	Gas. lch., no name...	night, then landed the occupants, who went to town and purchased gasoline for their boat.
Aug. 10	Hereford Inlet, New Jersey.	Gas. sc. Harold.....	Stranded on Hereford Bar, $\frac{1}{2}$ mile SSE. from station. Life-savers in surfboat went on board and assisted to heave on anchor and work the sails until she floated off and proceeded under her own power to a safe anchorage.
Aug. 10	Duluth, Minnesota, Lake Superior.	Slp. yt. Voyager....	With 3 on board, capsized $2\frac{1}{2}$ miles S. of station, while jibing around a turn buoy in a race. Life-savers hurried to her in power lifeboat and launch. The former arriving first, picked up the 3 men and towed the yacht to the yacht club.
Aug. 10	do.....	Skiff, no name.....	While crossing the slip with 10 dock laborers in it, was run down by a mud scow, the skiff and occupants being carried under the scow. Only 5 of the 10 got out in time to be saved. The accident was not visible from the station. Keeper was notified by telephone and arrived within a very few minutes in the power launch. He immediately began grappling for bodies and at the end of an hour recovered 2. The search was kept up until 9 p. m. On the following day 2 more bodies were recovered by the life-savers, and on the 12th they found the fifth one.
Aug. 10	Michigan City, Indiana, Lake Michigan.	Gas. lch. Marquette.	Broken down 1 mile NE. of station, with 14 on board. Keeper went out in power boat and towed them into landing.
Aug. 10	Kenosha, Wisconsin, Lake Michigan.	Slp. yt. Jingo.....	Capsized 1 mile SE. of station. Life-savers went out in surfboat, rescued the 3 occupants, and towed her inside the harbor.
Aug. 11	Jerrys Point, New Hampshire.	Nph. lch., no name..	Engine broken, drifting on the rocks, with no oars or anchor on board. Life-savers, in surfboat, towed her into Little Harbor and made her fast to the dock.
Aug. 11 Aug. 16	Core Bank, North Carolina.	Sc. Mary Sanford....	Stranded $1\frac{1}{2}$ miles NE. of station at 1.40 a. m. of the 11th. Life-savers boarded her in surfboat, brought master ashore and telegraphed for the revenue-cutter Seminole. The cutter arrived on the 13th; on the morning of the 14th commenced pulling and continued at each high water until the 16th, when schooner was floated, life-savers assisting by running lines and hawsers and rendering all necessary boat service, using surfboat. (See letter of acknowledgment.)
Aug. 11	Galveston, Texas.....	Scow, no name.....	Drifting out from pier 14, no one on board. Station dinghy towed it back to pier and moored it.
Aug. 11	Marquette, Michigan, Lake Superior.	Yt. Eagle.....	Parted her anchor line and stranded near station boathouse. Life-savers ran a line to old dock, pulled her afloat and moored her. She was leaking and station crew kept her pumped out until the 17th when acting keeper repaired the leak and turned her over to owner.
Aug. 11	Frankfort, Michigan, Lake Michigan.	Sc. Mary Ludwig...	Life-savers on the end of the pier, took her lines and towed her in along the pier to a safe berth.
Aug. 11	Holland, Michigan, Lake Michigan.	Canoe, no name.....	Capsized 200 yards W. of station. Life-savers rescued the 2 occupants, pulled the canoe into the surfboat and brought them ashore.
Aug. 11	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Jule L.....	Adrift $\frac{1}{2}$ mile E. of station, engine disabled. Life-savers in surfboat, towed her into the harbor back of station.
Aug. 11	Cape Disappointment, Washington.	Small boat, no name.	Got into the breakers and was towed out of danger by the power surfboat which was patrolling near the fishing fleet.
Aug. 12	Little Beach, New Jersey..	Str. Ruth L. B.....	Stranded on a hard sand shoal $\frac{1}{2}$ mile N. of station, her master not knowing the channel. Life-savers, in power launch, floated her on the second high water, being unsuccessful on the first. They then piloted her out clear of the shoals.
Aug. 12	Virginia Beach, Virginia..	Bge. Henry A. Littlefield.	Caught fire while towing S. and burned to the water's edge. The towing tug took off the crew and the life-savers landed her

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Aug. 12	Virginia Beach, Virginia..	Bge. Henry E. Littlefield.	master in surfboat, to enable him to return to Norfolk as soon as possible.
Aug. 12	Harbor Beach, Michigan, Lake Huron.	Gas. lch. Robert R..	At anchor $\frac{1}{2}$ mile N. of station, in dangerous locality. Keeper went on board in small boat to find out the trouble; rudder and wheel were disabled. He returned to station and with surfboat towed her in to the station launching carriage, where she was hauled out and the damage repaired by a mechanic.
Aug. 12	White River, Michigan, Lake Michigan.	Slp., no name.....	Capsized 400 yards NE. of station. Life-savers in surfboat, rescued the occupant, righted and bailed the boat out and left her with the owner.
Aug. 12	Nome, Alaska.....	Sc. Defender.....	Stranded on Snake River bar, $\frac{1}{2}$ mile W. of station. Life-savers with lines, hauled her off the bar and into the river to a safe mooring.
Aug. 13	Damiscove Island, Maine..	Catboat, no name...	Dismasted 1 mile NW. of station. Life-savers, with power boat, towed her to Southport, where the owner could get her repaired.
Aug. 13	Wood End, Massachusetts.	Sc. Margie Smith....	Stranded on the bar in thick fog at 6.30 a. m. The station crew went on board in surfboat, ran out a large anchor, set sail, and as the tide rose, drove her over the bar into deep water. She floated without damage at 10.30 a. m.
Aug. 13	Quonochontaug, Rhode Island.	Sailboat, no name...	Life-savers assisted owner to haul it out on the beach.
Aug. 13	Hog Island, Virginia.....	Slp. yt. Idella.....	Lost her way and anchored in the inlet. Surfmen piloted her in to a safe anchorage, and keeper supplied the crew with enough provisions to last them until they should arrive at their destination—the Jamestown exposition—as their supply was exhausted.
Aug. 13	Charlotte, New York, Lake Ontario.	Slp. yt. Kee-Lox II..	Tiller broken, in tow of another yacht, 2 miles E. of station. The towing yacht showed signals of distress and the power lifeboat went out and brought them both into the clubhouse dock.
Aug. 13	do.....	Gas. lch. Winona...	Lying alongside W. pier with machinery disabled and the rough sea pounding her badly. Signals of distress were responded to promptly, and the surfboat towed her to a place of safety above the railroad bridge.
Aug. 13	Niagara, New York, Lake Ontario.	Catboat, no name...	Capsized 1 mile SE. of station. The 3 occupants were rescued by a steam yacht near by. Life-savers in surfboat picked up the capsized boat and towed it in to the shore, righted and bailed it out, and turned it over to owner.
Aug. 13	Louisville, Kentucky.....	Skiff, no name.....	Run into by steamer 1 block W. of station and wrecked. Life-savers, in small boat, rescued the occupant and put him on board a drill boat, where he was employed. The wrecked skiff was picked up by another skiff near by and taken to the shore.
Aug. 13	Port Austin, Michigan, Lake Huron.	Gas. yt. Josephine H.	Struck on Port Austin Reef at 2.40 a. m. and bent her shoe; neither wheel nor rudder would work. Anchored $\frac{1}{2}$ miles NW. of station and burned a torch, which was seen by the patrol. Life-savers went out in surfboat and towed her to clubhouse dock; got her into shoal water, jacked up her stern, and straightened shoe and rudder, then hauled her out into deep water. Wheel and rudder then worked all right.
Aug. 13	Ludington, Michigan, Lake Michigan.	Sc. Minnehaha.....	Surfmen towed her out through the piers to an offing.
Aug. 13	Point Adams, Oregon.....	Fish boat, no name..	Stranded on the Jetty Sands, 4 miles W. of the station, at midnight. The 2 fishermen came to the station at 7 a. m. and asked for assistance. The surfboat was sent, and after several hours' work the net was cleared and boat floated.
Aug. 13	Umpqua River, Oregon...	Sc. Alpha.....	Lifeboat in tow of tug went to the wrecked schooner Alpha and ran a line from the tug to the schooner to plant the latter's anchor in deep water.
Aug. 14	Jerrys Point, New Hampshire.	Small boat, no name..	Anchored in a dangerous place in Little Harbor, with 4 boys on board. Surfmen went on board in small boat, reefed the sails for

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Aug. 14	Jerrys Point, New Hampshire.	Small boat, no name.	them, got their anchor, and started them on their voyage.
Aug. 14	Brant Rock, Massachusetts.	Dory, no name.....	In dangerous position below high-water mark; hauled up and secured by patrol.
Aug. 14	Gurnet, Massachusetts....	Small boat, no name.	Adrift $\frac{1}{2}$ mile S. of station. Picked up by power boat, towed in, and turned over to owner.
Aug. 14	Highland, Massachusetts..	Slp. Hermes.....	Stranded in thick fog $2\frac{1}{2}$ miles W. of station. Life-savers were notified by telephone and went overland with shovels and tackle. By shoveling a trench for her to float in, removing the ballast, and using the tackle, the sloop was floated at high water.
Aug. 14	Old Harbor, Massachusetts.	Gas. Ich. Palm.....	Anchored 2 miles S. of station, with signals of distress flying. Life-savers went alongside in surfboat. The owner's wife having been taken sick, he wanted to land with his wife and children. Station crew got the launch under way, piloted her into Chatham Harbor, landed them, and took her out again.
Aug. 14	Fishers Island, New York.	Bge. Howard H. Logue.	Stranded $1\frac{1}{2}$ miles N. of station. Life-savers went on board in power lifeboat: found the master disabled with a broken arm and without boat or anchor, so they remained and assisted until she was floated by a tug at 11 p. m.
Aug. 14	Block Island, Rhode Island.	Slp. Armonal.....	Lost her centerboard and drifted into the leader of a fish trap, $1\frac{1}{2}$ miles N. of station. Surfboat was hauled overland to the beach near by, went out, hauled her clear of the fish trap, and anchored her, then landed the 2 occupants. A power boat was sent to tow her in and surfmen in small boat to get her anchor and assist the power boat.
Aug. 14	Point Bonita, California...	Str., name unknown	Broke down on the bar and hoisted signal for a tug. The request was transmitted to the Merchant's Exchange over the service wire, and tugs came out and towed the disabled steamer into San Francisco Harbor.
Aug. 14	Duluth, Minnesota, Lake Superior.	Catboat, Pokegama..	Parted her halliards and was drifting rapidly across the harbor. Keeper went to her assistance in power launch and towed her to the yacht club dock.
Aug. 15	Hunniwells Beach, Maine.	Slp. Aurelia.....	Broke adrift from her moorings and was recovered by surfmen in small boat.
Aug. 15	Salisbury Beach, Massachusetts.	Gas. Ich., no name..	Broke down off the station. Surfmen in small boat took off 3 women passengers, who were wet and cold; telephoned for a power boat to tow the disabled one inside.
Aug. 15	Harbor Beach, Michigan, Lake Huron.	do.....	Moored to windward of dock, wind and sea making up, threatening to wreck her. Life-savers shifted her around and moored her to leeward of dock.
Aug. 15	Thunder Bay Island, Michigan, Lake Huron.	do.....	Light keeper and 2 friends went fishing, and being overdue back, life-savers went in surfboat to investigate. Found their boat abandoned and machinery disabled. After further search the men were found on Crooked Island, looking for help. Their boat was put in running order and they were brought back to the station.
Aug. 15	South Manitou Island, Michigan, Lake Michigan.	Sc. Petrel.....	While at anchor $1\frac{1}{2}$ miles N. of station was run into by the schooner Rosa Belle. Her head gear was carried away and she was forced on the beach. Life-savers went to her in surfboat and assisted by running kedges and heaving the schooners apart and then hauled the Petrel off the beach into deep water. Later it was discovered that she was leaking and life-savers again went on board, pumped her out and made temporary repairs. On the 16th the station crew were engaged all day at the pumps and making temporary repairs. On the morning of the 17th they pumped her out and completed the repairs. She then started for Milwaukee in tow, and as she was short handed and leaking badly, one surfman was detailed to accompany her and help with the pumps. (See letter of acknowledgment.)
Aug. 17			

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Aug. 15	Evanston, Illinois, Lake Michigan.	Sc. Julia B. Merrill..	Anchored 2 miles E. of station with colors half-masted. Station crew in surfboat went out to her; master wanted telephone message sent to Chicago for tug. Keeper complied with his request.
Aug. 15	Two Rivers, Wisconsin, Lake Michigan.	Str. Hiawatha.....	Sprung a leak and was beached to prevent sinking, 12 miles N. of station. Keeper was notified by telephone and responded in surfboat, employing a tug to tow him to the scene. Surfboat arrived at 11 p. m. and found the vessel resting easily on clay bottom, with 7 feet of water in her hold and crew of 15 on board. Master's wife and child had been landed in ship's boat. Master decided to remain on board with crew, so surfboat landed him to send message for wrecking outfit, brought him back, and took his wife's baggage ashore. There being no further need of the life-savers, they returned to the station, having been absent 20 hours. The steamer was floated by the wrecking company on the 21st.
Aug. 16	Gloucester, Massachusetts.	Slp. Dorchon.....	Entering the canal, while waiting for the draw to open, was forced by wind and tide inshore and dangerously near the rocks. Keeper returning from N. keypost, saw her plight and asked to be put on board. He then took charge and, with the help of a passing motor boat, got her clear of the rocks, set sail and took her to her destination, the occupant being physically disabled.
Aug. 16	Little Beach, New Jersey..	Gas. lch. Surprise....	Mistook channel and ran into a blind lead. Life-savers got her out and directed her into the right channel.
Aug. 16	Assateague Beach, Virginia.	Sc. Arleville H. Peary.	Came into the harbor and set signals of distress. Life-savers responded in surfboat and found vessel leaking badly, with crew worn out from three days' constant pumping. The station crew relieved them at the pumps for 9 hours, landed the master, procured 4 extra men for him, and assisted to get a new stock of provisions, as vessel was short, furnishing all transportation back and forth. On the 19th she left the harbor for her destination in tow of a tug. (See letter of acknowledgment, p 254.)
Aug. 16	Saluria, Texas.....	Sc. Coradora.....	Keeper set bar ranges for her to come in by on the 16th and to go out on the 17th.
Aug. 16	Hammond, Michigan, Lake Huron.	Str. Temple Emery..	Towing a raft, blew signals 4 miles off from station. Life-savers responded in surfboat and tug's master gave them a message to wire to Cheboygan. Keeper sent message and delivered answer on board.
Aug. 16	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Adrift $\frac{1}{2}$ mile NW. of station; engine disabled. Surfman in power launch towed her in to dock.
Aug. 16	South Haven, Michigan, Lake Michigan.	Sail yt. Caddle.....	Drifted up against the N. pier and was pounding. Surfman on watch shoved her out clear of pier and assisted in getting her away.
Aug. 16	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Idler.....	Drifting out into the lake, 2 miles NE. of station, engine disabled. Life-savers with surfboat towed her into the harbor.
Aug. 16	Nome, Alaska.....	Sc. Mabel A.....	Parted her anchor hawser and drifted in on the beach (nobody on board), where she was made secure by life-savers before any damage had been done.
Aug. 17	Nahant, Massachusetts....	Sc. Etta B. Rich....	Dragged anchor and stranded on Pea Island Ledge, 24 miles S. of station, at 8.30 p. m. Life-savers went by trolley to the Massachusetts Humane Society boathouse near the scene, and, using the society's dory, planted kedge and hove schooner afloat, taking her to a safe anchorage.
Aug. 17	Short Beach, New York...	Slp. Genia.....	Short of provisions and anxious to return to New York, but not acquainted with the channel. Surfmen piloted her out through the inlet.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Aug. 17	Aransas, Texas.....	Gas. sc. Olga.....	Stranded on Aransas bar, 1½ miles E. of station. Life-savers in surfboat went to her assistance, ran out 2 anchors and took a strain on them. As soon as the sails would draw they were set, and after 2½ hours' work she floated off and was taken into the harbor and furnished with a supply of fresh water, having lost hers when she struck.
Aug. 17	Buffalo, New York, Lake Erie.	Catboat, no name...	Capsized 1½ miles NW. of station. The 2 occupants were rescued by a launch near by. Life-savers in power surfboat went to the assistance of the boat, bailed it out, and towed it into the dock.
Aug. 17	do.....	Gas. lchs. (2), no names.	One broke down out in the river and was taken in tow by another. The towing launch next broke down and power surfboat went out and towed them both in to the dock.
Aug. 17	Holland, Michigan, Lake Michigan.	Canoe, no name.....	Capsized 500 yards W. of station. Life-savers in small boat rescued the 2 occupants, righted their boat and brought canoe and occupants to the station.
Aug. 17	Michigan City, Indiana, Lake Michigan.	Gas. lch. Marjorie...	Engine broke down 8 miles out in the lake. Seen from the station through the telescope; life-savers went out in power small boat and towed her in to Michigan City. Keeper repaired her engine for owner.
Aug. 17	Nome, Alaska.....	Lighter No. 21.....	Stranded 125 yards E. of mouth of Snake River. Life-savers with a team of horses assisted lighter's crew to work her into the river.
Aug. 18	Brant Rock, Massachusetts.	Gas. lch., no name..	Adrift 2 miles N. of station, machinery disabled. Life-savers in small boats towed her to an anchorage in Green Harbor.
Aug. 18	Fishers Island, New York.	do.....	Stranded on the rocks in front of station, but got afloat before arrival of surfboat. Life-savers hauled her out on the station launch way and repaired damage.
Aug. 18	Fairport, Ohio, Lake Erie.	Str. Kate White....	Coming into harbor at 4.30 a. m. wheel ropes parted, became unmanageable, drifted into the heavy breakers and stranded between W. pier and the new breakwater. Life-savers in surfboat took off 3 of crew and hunted up master of harbor tug, but tug could render no assistance, and as she began to break up, remainder of crew (3) were landed. The vessel became a total loss, and surfmen saved considerable wreckage for the owner.
Aug. 18	Sheboygan, Wisconsin, Lake Michigan.	Sc. Quickstep and Str. Maxwell A.	The schooner, towing up the river, collided with the tug tied up to her dock, breaking the schooner's jib boom, twisting the tug's house, squeezing her hull, carrying away some steam pipes and parting her mooring lines. Station crew in surfboat helped clear away wreckage and run lines to dock to make the tug fast again.
Aug. 19	Sandy Hook, New Jersey, and Spermaceti Cove, New Jersey.	Slp. yt. Avonia.....	Anchor foul of guy line of fish net, 1½ miles S. of Spermaceti Cove station, wind fresh ENE. and rough sea. Crew of last-named station notified Sandy Hook, and landed yacht's crew in surfboat. Keeper of Sandy Hook station started to the relief of yacht in power lifeboat, but pump failing to work was compelled to return. A power skiff was finally secured, and, manned partly by surfmen, went out and towed the yacht in to Sandy Hook light. Her crew were then put on board, her motor got in running order, and she proceeded to Sheepshead Bay.
Aug. 19	Lewes, Delaware.....	Gas. yt. Ida Lank...	Stranded on the bar in front of station. Life-savers went on board in small boat, got a line to her and pulled her over the bar into deep water, then showed her the way out clear.
Aug. 19	Erie, Pennsylvania, Lake Erie.	Gas. lch., no name..	At anchor 4 miles N. of station, out of gasoline, 14 people on board. Patrol discovered them waving a lantern at 11.50 p. m.,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Aug. 19	Erie, Pennsylvania, Lake Erie.	Gas. lch., no name...	and answered with a coston. The power lifeboat went out at once and towed them in to the Erie dock.
Aug. 19	Marquette, Michigan, Lake Superior.	Pile driver, no name.	Dragged anchor and stranded 300 yards SW. of station. Keeper telephoned for a tug, boarded her in surfboat, pumped her out, and ran a line to the tug, which pulled her afloat.
Aug. 19	Duluth Minnesota, Lake Superior.	Catboat, no name...	At anchor with no one on board, capsized in a heavy squall at 7.30 p. m. of the 18th. Life-savers in surfboat righted and bailed her out on the morning of the 19th.
Aug. 19	do.....	Gas. lch. Swallow...	Lying at yacht-club dock, capsized in a heavy squall at 7.30 p. m. of the 18th. Life-savers in surfboat righted and bailed her out on the morning of the 19th.
Aug. 19	do.....	Slp. yt. Banshee....	At anchor with no one on board, capsized in a heavy squall at 7.30 p. m. of the 18th. Life-savers in surfboat righted and bailed her out on the morning of the 19th.
Aug. 19	do.....	Sc. Mildred J.....	Lying at yacht-club dock, capsized in a heavy squall at 7.30 p. m. of the 18th. Life-savers in surfboat righted and bailed her out on the morning of the 19th.
Aug. 19	do.....	Slp. yt. Kenehenodin.	Out racing with 4 on board, capsized 500 yards SW. of station. Power lifeboat and launch immediately went to her assistance, 2 of the crew being taken in one boat and 2 in the other. The yacht was towed to the dock, righted and bailed out.
Aug. 19	Jackson, Park, Illinois, Lake Michigan.	Slp. yt. Hop Along..	Disasted in a gust of wind when 1 mile NE. of station. Life-savers went out in surfboat and towed her into the harbor.
Aug. 19	Plum Island, Wisconsin, Lake Michigan.	Sc. Madonna.....	Dragged anchor and stranded 2 miles N. of station. Life-savers went to her in small boat, ran out an anchor and hove her afloat, undamaged.
Aug. 19	Yaquina Bay, Oregon....	Rowboats (2), no names.	The first, with 3 men in it, was caught in the strong ebb tide and was rapidly carried out of the bay, the other going to her assistance. They were having a hard pull of it when the surfboat picked them up and towed them to the wharf at Newport.
Aug. 20	Manomet Point, Massachusetts.	Gas. lch., no name...	Life-savers with small boat assisted to get disabled launch ashore.
Aug. 20	Wood End, Massachusetts.	Gas. lch. Julia S.....	Flying signals of distress 2 miles SW. of station. Life-savers went to her assistance in surfboat; found she had painter foul of her wheel; towed her in behind the point and anchored her in safe harbor.
Aug. 20	Point Judith, Rhode Island.	Sc. yt. Albatross....	Coming in behind the breakwater in thick weather for shelter, stranded 50 yards W. of the eastern end of the breakwater, getting the painter of the boat she was towing foul of her propeller at the same time. Life-savers went on board in surfboat, planted two anchors in deep water and took a strain on them, but as the tide was falling could not move her. Straightened things up on board and returned to station.
Aug. 21			At low water, as she was then nearly high and dry, they went back and cleared propeller of boat's painter. At 3 a. m. of the 21st station crew returned to the wreck, and by heaving on the anchors floated her at 4.45 and piloted her to a safe anchorage in behind the breakwater, apparently very little damaged.
Aug. 20	Two Mile Beach, New Jersey.	Nph. lch. Watermelon Girl.	Missed the channel and stranded $\frac{1}{2}$ mile NE. of station. Life-savers planted her anchor and hove her afloat, using surfboat.
Aug. 20	Duluth, Minnesota, Lake Superior.	Gas. lch. Skibo.....	Adrift $\frac{1}{2}$ mile NW. of station, gasoline supply exhausted, 14 people on board. Surfman, in power launch, towed her to Fifth avenue dock, where the passengers were landed, then back to the yacht club.
Aug. 20	Evanston, Illinois, Lake Michigan.	Rowboat, no name..	Capsized in surf 2 miles N. of station. Keeper was notified by telephone and went to the scene of the accident in surfboat, pulled the boat out of the surf, emptied the water out of her, and hauled her up out of reach of the sea. The fishermen who had been in the boat got ashore safely.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Aug. 21	Race Point, Massachusetts	Gas. sc. Gerfalcon...	Stranded 1 mile SW. of station at 2 a. m. Life-savers boarded her in surfboat, ran out an anchor and hove her afloat.
Aug. 21	Cuttyhunk, Massachusetts	Slp. Little Haste....	Dragged anchor and in danger of drifting into south jetty; no one on board. Station crew went to her in small boat, kedged her out clear and moored her securely.
Aug. 21	Fort Lauderdale, Florida..	Gas. lch., no name...	Out of fresh water; furnished with supply from station cistern
Aug. 21	Aransas, Texas.....	do.....	Close to the breakers on Aransas bar, 1½ miles E. of station, machinery disabled. Life-savers went to her assistance in surfboat and towed her into the harbor.
Aug. 21	Harbor Beach, Michigan, Lake Huron.	Sailboat, no name...	Going to leeward out of harbor and unable to beat back to windward, crew being amateur sailors; picked up by power lifeboat and towed in to harbor dock.
Aug. 21	Michigan City, Indiana, Lake Michigan.	Small boat, no name..	Adrift ½ mile outside, picked up by station small boat and turned over to owners.
Aug. 21 Aug. 23	Coquille River, Oregon....	Str. Liberty.....	Sunk at her dock at Bandon in 22 feet of water. Assistance of life-saving crew to float her was requested. At low tide wire cables were passed under her hull and the ends made fast to barges on either side. The steamer was lifted from the bottom on the rising tide and at high water was towed in on the shoals until she took bottom again. The following low water the cables were shortened and at high water she was afloat and was taken farther in on the shoals. This performance was repeated at each low and high water until the low at 5 a. m. of the 23d when her decks were out of water. She was then pumped out and floated.
Aug. 22	Big Sandy, New York, Lake Ontario.	Nph. lch., no name..	Passed station with 2 skiffs in tow. One broke adrift and was picked up by power surfboat. While the life-savers were after the skiff, the launch's engine became disabled and the surfboat towed her and skiffs into North Wind Gap Harbor.
Aug. 22	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Parted moorings and stranded 1 mile SE. of station. Surfmen in power small boat floated her and towed her to yacht club.
Aug. 22	do.....	do.....	Drifting ashore 100 yards S. of station, engine disabled. Surfmen towed her to yacht club with power small boat.
Aug. 22	Ludington, Michigan, Lake Michigan.	Gas. lch. Ida.....	Engine disabled, attempting to sail in; missed the piers and was drifting on the beach when picked up and towed into the harbor by the surfboat.
Aug. 22	Muskegon, Michigan, Lake Michigan.	Str. Peerless.....	Sounded distress signals when 5 miles off the harbor. Life-savers went out in surfboat and met her boat coming in to telephone for a tug, as the steamer's eccentric rod was broken. Station crew returned to shore and sent a tug out to her.
Aug. 22	Holland, Michigan, Lake Michigan.	Rowboat, no name..	Drifting out of harbor, picked up by surfman and turned over to owner.
Aug. 22	Kenosha, Wisconsin, Lake Michigan.	Houseboat, Mary Catherine.	Drifting ashore 1½ miles N. of station, machinery disabled. Life-savers, after 2 hours' hard pulling in surfboat, got her inside in safety.
Aug. 23	Fourth Cliff, Massachu- setts.	Gas. lch. Patsy.....	Steering gear out of order, stranded at the entrance to North River. Station crew went to her in small boat, jumped overboard and shoved her into deep water and brought her into the river, where they repaired the damaged steering gear and left her all right.
Aug. 23	do.....	Gas. lch., no name..	Stranded on a mussel bed in the river, ¼ mile N. of the station. Life-savers went to her in small boat and shoved her off into deep water.
Aug. 23	Point of Woods, New York	do.....	Adrift ½ mile N. of station, engine disabled. Surfman towed her to shore with small boat.
Aug. 23	Bogue Inlet, North Caro- lina.	Gas. lch. May.....	Adrift 3 miles SW. of station, engine disabled. Keeper went out in power small boat and towed her in to the station where necessary repairs were soon made.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Aug. 23	Duluth, Minnesota, Lake Superior.	Slp. yt. Viking.....	Capsized $\frac{1}{2}$ mile S. of station while racing. Power lifeboat went at once to her assistance, picked up her crew of 3 and towed her to yacht club, where she was righted and bailed out.
Aug. 23	do.....	Gas. lch. Skibo.....	Drifting ashore, having lost her propeller. Keeper went to her assistance in power launch and towed her into yacht club basin.
Aug. 23	do.....	Catboat Sweetheart.	Capsized near yacht club. Life-savers responded immediately in both power boats (lifeboat and launch), picked up her crew and towed her into yacht club basin, righted and bailed her out.
Aug. 23	Point Adams, Oregon.....	Log raft.....	Anchored $\frac{1}{2}$ mile E. of station. At request of owners station crew pulled out in surfboat and assisted to secure this raft to a large dolphin near by.
Aug. 24	Hunnewells Beach, Maine.	Gas. lch. Kumon....	In a helpless condition in the outer edge of the breakers, 1 mile S. of the station, with a line in her propeller. Discovered by the patrol, and the life-savers went to her assistance in surfboat, pulled her out clear of danger, and anchored her in temporary shelter; took the woman passenger and her son ashore, then returned to the launch and stayed by her until the tide changed, when she was taken into the river to a place of safety. The 3 occupants were given food and shelter at the station until the following day. (See letter of acknowledgment, p. 254.)
Aug. 24	Gurnet, Massachusetts....	Sc. Arbitrator.....	Anchored near the shoals off SE. end of Browns Island. Surfmen went on board in small boat, warned her master of the danger and assisted to get her underway and pilot her out into deep water.
Aug. 24	Long Beach, New York...	Catboat Stroller.....	Stranded 3 miles W. of station. Surfmen in small boat went to her assistance and got her afloat on the flood tide, when she proceeded to her destination.
Aug. 24	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Drifted ashore 3 miles SE. of station, engine disabled. Surfman went to her assistance in power launch, pulled her afloat and towed her to her boathouse.
Aug. 24	Muskegon, Michigan, Lake Michigan.	Gas. lch. Josephine..	Machinery disabled, stranded 4 miles S. of station and in danger of breaking up in the surf. Life-savers went to her in surfboat and hauled her out on the beach clear of the sea.
Aug. 24	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	Assistance was requested to find 2 boys who had gone out in a small skiff and were overdue back. Life-savers made a search for them in surfboat; found them in charge of keeper of Racine Reef light-house, in his boat, and was told their skiff was at the reef, as the boys had been unable to row it back against the stiff offshore breeze. Recovered the skiff and towed it back to Racine.
Aug. 24	Milwaukee, Wisconsin, Lake Michigan.	Slp., no name.....	Capsized in sudden squall when 200 yards SW. of station. Crew of 3 clung to capsized boat until rescued by life-savers in surfboat. Their boat was towed to the beach, righted, and bailed out.
Aug. 25	Plum Island, Massachusetts.	Gas. lch., High Ball.	Stranded $1\frac{1}{2}$ miles NW. of station, her master being unacquainted with the river and sound. Life-savers went on board in small boat and found her lying comfortably. On the flood tide she floated, and keeper piloted her over the shoals into deep water.
Aug. 25	City Point, Massachusetts.	Slp. Hester.....	Dragged her anchor and drifted under the bow of the sloop Ella. Power small boat went to her assistance and, getting her anchor, towed her out clear and moored her in a safe berth.
Aug. 25	do.....	Gas. lch. Ida.....	Adrift $3\frac{1}{2}$ miles SE. of station, engine disabled. Power small boat went to her assistance and towed her to the Boston Yacht Club.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Aug. 25	City Point, Massachusetts.	Slp. Hera.....	While trying to pick up her moorings, grounded and, kedging along in the tide-way, collided with City Point iron pier. Power small boat went to her assistance, towed her out to her moorings, secured her, and then landed the 16 passengers and crew.
Aug. 25	Point Allerton, Massachusetts.	Slp. yt. Edna.....	Stranded on Pemberton Point, 1 mile W. of station. Life-savers went to her assistance in small boat, planted anchors and hove her afloat on the flood tide; piloted her into Quincy Bay.
Aug. 25	Corson Inlet, New Jersey..	Catboat, no name...	Beating up the inlet, mast broke off near the deck; drifted out through the breakers and anchored just outside; hoisted signals of distress. The station lookout saw the signal and the surfboat went immediately to her assistance. The 5 occupants were landed on the beach.
Aug. 25	Cape May, New Jersey....	Slp. Sadie F.....	Dragged her anchor and stranded near the steamboat landing. Station crew hove her afloat and anchored her offshore. On the next ebb tide she again dragged ashore into a row of piling and was damaged. Life-savers worked her away from the piling and hauled her out on the beach, where she could be repaired. Two of the crew were given food at the station.
Aug. 25	do.....	Catboat Hellene.....	By mismanagement when getting underway, stranded near steamboat wharf. Station crew assisted to heave her up on the beach clear of the sea.
Aug. 25	Plum Island, Wisconsin, Lake Michigan.	Str. Thistle.....	In response to 4 whistles from the Thistle, life-savers went out in Mackinaw boat and were informed she wanted a tug. They returned to the station and sent one to her.
Aug. 25	Point Adams, Oregon.....	Gas. lch., no name..	Adrift near station, engine disabled. Surfboat went out and towed her to the dock at Hammond.
Aug. 26	City Point, Massachusetts.	Gas. lch. Lydia Bell.	Went adrift from her moorings during the night and stranded on Thompsons Island, 1 mile S. of station. Discovered by keeper at daylight; life-savers in power launch pulled her afloat and anchored her abreast of station; delivered to owner on the 27th.
Aug. 26	Erie, Pennsylvania, Lake Erie.	Gas. lch., no name..	Adrift $\frac{1}{2}$ mile S. of station, engine disabled. Life-savers in surfboat towed her in to Erie.
Aug. 26	Thunder Bay Island, Michigan, Lake Huron.	Slp. yt. Tarpon.....	Entering the harbor, stranded on a reef, $\frac{1}{2}$ mile NW. of station. Life-savers went on board in surfboat, planted anchors and tried to heave her afloat, but were unable to do so. Keeper then got up steam on his power boat and, assisted by a private motor launch, pulled her into deep water. The yacht's crew were furnished provisions from the station supply, theirs being used up.
Aug. 27	Newburyport, Massachusetts.	Bge. Devon.....	Parted her towing hawser and stranded on Pull Point Reef, mouth of Merrimac River, $\frac{1}{2}$ mile N. of station. Two tugs were unable to float her. Life-savers went on board in surfboat and, at keeper's suggestion, ran a line to the jetty. By using the windlass, a strain was put on this line and in a few minutes she began to move and floated off.
Aug. 28	City Point, Massachusetts.	Gas. lch. Arrow.....	Engine gave out when off Moon Head, 3 miles S. of station, at 12.45 a. m. A telephone message to the Columbia Yacht Club, telling of her trouble, was delivered at the station and the power launch went at once and towed her to the yacht club float.
Aug. 28	Biscayne Bay, Florida....	Fish boat, no name..	Short of fresh water, furnished with supply from station cistern.
Aug. 28	Fairport, Ohio, Lake Erie.	Nph. lch. Marion....	Broke down $\frac{1}{2}$ mile N. of station at 8.30 p. m. and signaled with a torch. Surfboat went to her assistance, towed her to a safe berth and landed her crew at Fairport.
Aug. 29	Hog Island, Virginia.....	Gas. yt. Scud.....	Stranded on Hunting Point Shoal, 2 $\frac{1}{2}$ miles SE. of station at 7.40 p. m. Seen by patrol, and station crew went to her assistance in power small boat, pulled her afloat, and towed her in to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Aug. 29	Buffalo, New York, Lake Erie.	Gas. yt. Puritana	Stranded on Horseshoe Reef, 1 mile NW. of station. Observed by station lookout, and life-savers went to her in power surfboat. As surfboat could not float her, returned to station and telephoned for tug; went out again and ran lines for tug, which succeeded in floating her.
Aug. 30	White Head, Maine.....	Slp., no name.....	Drifted on the rocks near White Head, no one on board. Life-savers launched it, moored it in a sheltered cove, and later turned it over to owner. Surfboat was used.
Aug. 30	Hammond, Michigan, Lake Huron.	Str. Helen C.....	Lost her anchor 2½ miles W. of station. Assistance of station crew was requested. September 9, the first day the weather would permit, life-savers in surfboat dragged the bottom, located the anchor, and assisted to recover it.
Aug. 30	Marquette, Michigan, Lake Superior.	Str. Nyanza.....	Stranded in thick weather, 4 miles N. of station. Keeper was notified by telephone and went to the scene in the surfboat. A harbor tug was pulling on her and life-savers stood by until tug gave up the attempt, then returned to station. Keeper told master how to get word to the wrecking tug Favorite, and when the Favorite arrived on the morning of the 31st went back and stood by for any boat service needed until the Nyanza was floated.
Aug. 31	Quoddy Head, Maine.....	Slp., no name.....	Parted her rigging and anchored on a rocky ledge, 2 miles E. of station, where she would have grounded at low water. Life-savers went on board in small boat, repaired the broken rigging, towed her off the ledge, and anchored her in a safe place.
Aug. 31	Little Beach, New Jersey.....	do.....	Stranded ½ mile S. of station. Life-savers went to her in power small boat, found the crew very anxious to get to Beach Haven before night; they were sent there in a power boat in charge of a surfman. The station crew then floated the sloop and anchored her in a safe berth.
Aug. 31	Thunder Bay Island, Michigan, Lake Huron.	Sc. B. B. Buckhout.	In tow of steamer Tempest, leaking badly and crew exhausted from constant pumping. When abreast the station the steamer blew 4 blasts and station crew went aboard the schooner and relieved her crew at the pumps until she was safe in the harbor at Alpena.
Aug. 31	Grand Marais, Michigan, Lake Superior.	Str. Favorite.....	Keeper received and delivered to the wrecking tug Favorite message requesting her to come to the assistance of the stranded steamer Nyanza.
Sept. 1	Fourth Cliff, Massachu- setts.	Gas. lch., no name..	Stranded in New Cut, ¼ mile N. of station. Life-savers went on board in small boat, planted an anchor, and by getting overboard and shoving and heaving on anchor got her afloat undamaged.
Sept. 1	Wood End, Massachu- setts.	Gas. yt. J. Y. C.....	Ran out of gasoline when 5 miles from Race Point and 12 miles NW. of station. One man started for shore in her tender after a supply. He was picked up by a power fish dory which brought him ashore, but would not tow the yacht in nor take a supply of gasoline out to her. Landed him at station; keeper procured 5 gallons gasoline, and, using fish dory, returned and found the yacht just at dark. Surfboat under oars would not have reached her before midnight.
Sept. 1	Charlotte, New York, Lake Ontario.	Gas. lchs. Bulia and Vesuvius.	The Bulia ran out of gasoline 2 miles NW. of station and was taken in tow by the Vesuvius. When within ½ mile of the harbor the latter's gasoline supply also gave out. Power lifeboat went out from the station and towed them both into the harbor.
Sept. 1	Louisville, Kentucky.....	Skiff, no name.....	Station watch saw 3 boys in a skiff dangerously near the middle chute of the falls. He gave the alarm and station boat went out and brought them safely to shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907			
Sept. 1	Holland, Michigan, Lake Michigan.	Canoe, no name.....	Capsized 300 yards E. of station. Small boat went immediately to their assistance, but the 2 occupants were picked up by passing rowboats before its arrival. The canoe was righted by life-savers, bailed out, and turned over to owner.
Sept. 1	Michigan City, Indiana, Lake Michigan.	Yts. of Jackson Park Yacht Club.	Assisted many yachts by running lines for them, making them fast, getting good berths for them, and pulling them up along the pier. Jackson Park Yacht Club fleet. Used small boat.
Sept. 1	Jackson Park, Illinois, Lake Michigan.	Small boat, no name.	Drifting out of harbor; picked up by surfman in small boat and towed back to the landing at the club house.
Sept. 1	Old Chicago, Illinois, Lake Michigan.	Gas. lch., no name..	Machinery disabled, drifting out into the lake and in danger of swamping, 4 miles ENE. of station. Reported to keeper by master of str. Roosevelt. Power lifeboat went out from station, the 6 men were taken in the lifeboat and the disabled craft towed into the harbor.
Sept. 1	Milwaukee, Wisconsin, Lake Michigan.	Slp., no name.....	Struck by a heavy squall when 2 miles NE. of station, parted jib sheet and main hal-yards; waved a coat for assistance. Signal was seen at station and crew went out in surfboat and towed her in to the Milwaukee Yacht Club.
Sept. 2	Salisbury Beach, Massachusetts.	Gas. lch. Emma M..	Machinery became disabled when 2 miles NE. of station. Life-savers went to her in surfboat and repaired her engine. She then proceeded to her destination.
Sept. 2	Spermaceti Cove, New Jersey.	Slp. yt. Fad.....	Stranded on the bar, mouth of Sherwsbury River on the 1st. Keeper went to her in power small boat and offered assistance, but master said he could get off at next high water. On the morning of the 2d, as she was still ashore, keeper started for her again in power small boat; met her master at the mouth of the cove looking for a tug; took him to Highlands, but as no tug could be obtained carried him out to his yacht, returned to station, got out surfboat and crew, went on board, planted an anchor and at high water hove her afloat, undamaged.
Sept. 2	Loveladies Island and Harvey Cedars, New Jersey.	Yt. Jane.....	Stranded 2 miles N. of latter station during the night. Owner came to station in the morning and requested assistance. Station crew went out in surfboat, removed ballast, ran out an anchor and tried to heave her afloat, but tide was too low. Returned to station, landing yacht's 2 passengers. Notified keeper of first-named station, and at 4 p. m. crews from both went on board. By heaving on anchor, getting overboard, and shoving and listing her over with sails they got her afloat about 5.30. Replaced ballast.
Sept. 2	Charlotte, New York, Lake Ontario.	Sailboat, no name...	Adrift $\frac{1}{2}$ mile outside the piers, unable to carry enough sail to make the harbor. Keeper went in small boat to find out the trouble and was towing her in when power lifeboat came out from station and brought them both into the harbor.
Sept. 2	Marblehead, Ohio, Lake Erie.	Nph. lch., no name..	Returning from a stranded steamer at Cedar Point in power surfboat, station crew discovered a naphtha launch with machinery disabled, off Sand Point. She was towed into harbor at Sandusky, Ohio.
Sept. 2	Michigan City, Indiana, Lake Michigan.	Yts. of Jackson Park Yacht Club.	Columbia yacht race from St. Joseph, Mich. Assisted yachts in many ways; running lines, pulling up, fending off, etc., using small boat.
Sept. 3 Sept. 5	Marquette, Michigan, Lake Superior.	} Str. Rappahannock.	Arrived in port with rudder broken and unable to get anyone else to repair it, master requested assistance of acting keeper. The latter unshipped the rudder, which was broken in two places, worked on it the 3d, 4th, and 5th, finished it on the 5th and re-shipped it, making a very satisfactory job

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Sept. 4	Watch Hill, Rhode Island.	Bges. No. 701 and Excelsior.	While the tug Elmer E. Keller with 4 barges in tow was going through Watch Hill Race, in a stiff breeze and rough sea the tow line parted and barge No. 701 stranded inside the spar buoy on Watch Hill Point $\frac{1}{2}$ mile S. of station. The tug W. E. Gladwish, also with 4 barges, which was coming through the race at the time, went to the assistance of No. 701, and her leading barge, the Excelsior, stranded at the same place. Both barges soon bilged. Life-savers in surfboat took the master off No. 701 and the master and wife off the Excelsior and put them on board the Gladwish. The tug Coastwise came along and tried to float the Excelsior, surfboat running hawsers for her, but the attempt was soon abandoned. Tugs Keller and Gladwish, with 6 remaining barges, then returned to Stonington, Conn. Life-savers with surfboat ran four hawsers to and from the different tugs and barges to get them in shape to tow back to Stonington.
Sept. 4	Fishers Island, New York.	Sc., name unknown.	Sailing back and forth with flag set for pilot and none to be had, keeper went on board in power lifeboat and piloted her into Stonington Harbor.
Sept. 4	Great Egg, New Jersey....	Slp. yt. Patience....	Capsized on Great Egg Harbor bar, $\frac{1}{2}$ miles S. of station. Surfmen assisting telephone lineman on the point of the beach saw the accident and notified station. Life-savers went to the scene in surfboat, rescued the 4 occupants, pulled the yacht up on the beach, righted her and bailed her out. (See letter of acknowledgment, p. 254.)
Sept. 4	Metomkin Inlet, Virginia..	Small boat, no name.	Left in an exposed place $\frac{1}{2}$ mile S.W. of station, filled and sank. Seen by lookout; keeper and surfman went in small boat, floated and bailed her out, picked up some things that had floated out of her and returned everything to owner.
Sept. 4	Santa Rosa, Florida.....	Houseboat Privateer.	Machinery disabled, set signals for assistance. Power launch went out from station and towed her to Pensacola for repairs.
Sept. 5	Lone Hill, New York.....	Gas. lch., no name..	Engine broken down 2 miles from beach. Surfman returning from liberty in power small boat, discovered her and towed her to Water Island Hotel.
Sept. 5	Harbor Beach, Michigan, Lake Huron.	Str. Douglas.....	Stranded inside harbor at 2 a. m. Life-savers boarded her in surfboat and landed master and clerk who made arrangements with tug to assist at daylight. At 5 a. m. master and clerk were put on board by station crew in surfboat and lines run for tug which floated steamer.
Sept. 6	White River, Michigan, Lake Michigan.	Sc. Rouse Simmons.	Surfmen took a line and towed her out to end of pier to give her an offing.
Sept. 7	Damariscove Island, Maine	Gas. lch., no name...	Broke down $\frac{1}{2}$ mile S.W. of station. Life-savers went out to her in power small boat and repaired engine, when it was found gasoline was exhausted. Towed her into harbor where a new supply could be obtained.
Sept. 7	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Running Deer.	Alongside breakwater, engine disabled. Keeper got a line from her to the pier and pulled her into the harbor.
Sept. 7	Illwaco Beach, Washington.	Sc. Solano.....	At the request of the master of the wrecking steamer Acme, keeper launched surfboat which was towed to the Solano, wrecked Feb. 5, $6\frac{1}{2}$ miles N. of station, and ran a hawser from the Acme to the wreck.
Sept. 7	Yaquina Bay, Oregon.....	Gas. lch. Newport, scow, no name, and fishboat, no name.	Moored to a float which went adrift during the night, stranded 1 mile S.E. of station. Seen by station lookout when fog lifted in the morning. Life-savers crossed the bay in the surfboat and walked down the beach to where they were stranded. As they were too badly damaged to be floated, surfmen waded out and made lines fast to them and with a tackle and team of horses hauled them up on the beach clear of the sea.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Sept. 8	City Point, Massachusetts.	Gas. yt. Llewellyn..	Adrift $4\frac{1}{2}$ miles SE. of station, engine disabled. Keeper notified by telephone from the South Boston Yacht Club, went to her assistance in st. lch. Relief and towed her to her moorings abreast the club house, Savin Hill, Dorchester. There were 5 people on board, some of whom were ladies.
Sept. 8	Brant Rock, Massachusetts.	Dory, no name.....	Anchored in a dangerous place near the shore. Surfmen went out in small boat, brought it to shore, hauled it out, and secured it.
Sept. 8	Quonochontaug, Rhode Island.	Gas. lch. Patrol.....	Drifting ashore $2\frac{1}{2}$ miles S. of station. Had been stolen from owner at Fall River on 7th and abandoned. Seen by station lookout, surfmen went out in power small boat and towed her to station. As soon as owner could be located he was notified by telephone. One surfman was detailed to pilot her back to Fall River.
Sept. 8	Watch Hill, Rhode Island.	Sc. yt. Elmina.....	Stranded on Middle Ground Shoal, Watch Hill Race, 1 mile S. of station. Life-savers went to her in power surfboat; owner wanted wrecking tug; took him ashore and he telephoned to New London for one; put him back on board and on flood tide keeper got a line from her to surfboat and went ahead full speed on his engine. In a little while floated her, apparently undamaged.
Sept. 8	Fire Island and Oak Island, New York.	Slp. yt. Cygnet.....	Stranded on Fire Island bar, 3 miles W. of Fire Island station. Both crews went to her assistance in their surfboats, ran out an anchor and hove her afloat, undamaged.
Sept. 8	Sandy Hook and Spermaceti Cove, New Jersey.	Gas. lch., no name..	Four men fishing off the beach, motor of their boat refused to work, rowed ashore, but were unable to haul her up out of surf. Notified keeper of Spermaceti Cove station and, on his promise to look out for her, they took the train for home. Keeper requested assistance of Sandy Hook crew and went to the launch with rollers and tackle. The combined crews hauled her up on the beach clear of the surf.
Sept. 8	Big Sandy, New York, Lake Ontario.	do.....	Disabled about 1 mile off the station. Power boat went out from station and towed her in.
Sept. 8	Cleveland, Ohio, Lake Erie.	do.....	When about 3 miles W. of station set ensign, union down. Power lifeboat went out and found her helpless with crank shaft broken, 3 men on board; towed her into the station.
Sept. 8	South Manitou Island, Michigan, Lake Michigan.	Skiff, no name.....	Light keeper's skiff broke adrift; was recovered by surfmen in small boat and returned to owner.
Sept. 8	White River, Michigan, Lake Michigan.	Str. Muskegon.....	Unable to get away from dock, master requested assistance of keeper. Life-savers with surfboat ran a line across to the next pier and she then hove herself out clear.
Sept. 8	Saint Joseph, Michigan, Lake Michigan.	Gas. lch. Grace.....	Drifting down the river with no one on board. Picked up by surfmen in small boat, towed to station, and turned over to owner.
Sept. 8	Old Chicago, Illinois, Lake Michigan.	Slp. Flamingo.....	Capsized in a puff of wind, 1 mile S. of station. The 1 man on board was picked up by passing gasoline launch. Life-savers hurried to the scene in surfboat, righted and bailed her out, and turned her over to owner.
Sept. 8	do.....	Sailboat, no name...	Capsized in a gust of wind, $\frac{3}{4}$ mile S. of station. Lookout gave the alarm and life-savers went to the rescue in surfboat. The 4 occupants were picked up by passing gasoline launches. Station crew recovered boat, righted and bailed it out, and turned it over to owner.
Sept. 9	Hampton Beach, New Hampshire.	Gas. lch., no name..	Adrift $2\frac{1}{2}$ miles E. of station, crank shaft broken. Surfmen went out in small boat and towed her to a safe anchorage near the station. Keeper assisted in making repairs on the 10th and then piloted her out clear of the land.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Sept. 9	Avalon, New Jersey.....	Catboat, no name...	Drifting in on Townsend Inlet bar, with masthead carried away. Life-savers saw her predicament, went out in small boat and fixed up a jury rig to enable her to go into Hereford Inlet for repairs.
Sept. 9	Tathams, New Jersey.....	do.....	This boat, assisted earlier in the day by the Avalon crew, was having further trouble when 1½ miles NE. of Tathams. Surfboat went out from station and towed her in over Hereford Bar to a safe anchorage inside.
Sept. 9	Fairport, Ohio, Lake Erie.	Gas. yt. Marion.....	Ran out of gasoline 7 miles NW. of Fairport about 9 p. m. of the 8th. Not having any way of making night signals, her crew of 2 fastened boards to boathooks and with these improvised oars rowed into within 2½ miles of shore, where they were seen at daylight by station lookout. Life-savers went out in surfboat and towed them in to station, gave them a hot breakfast, procured a supply of gasoline for them, and they then proceeded to their destination.
Sept. 9	Beaver Island, Michigan, Lake Michigan.	Sc. Libble Nau.....	Stranded on Light House Point, 400 yards S. of station. Keeper went on board in small boat and assisted to plant kedge, but they could not heave her off. She was finally floated by a tug and keeper assisted to recover her anchor.
Sept. 9	Point Reyes, California....	Str. San Gabriel.....	Ran on the rocks, 6 miles S. of station, at 12.30 a. m., in dense fog. Keeper was notified by telephone and hurried to the scene in the lifeboat. The steamer Rival was pulling on her when lifeboat arrived. Keeper offered assistance and master requested him to carry messages to and from the Rival and stand by, which was done. She was floated in about 1 hour after lifeboat's arrival.
Sept. 9	Nome, Alaska.....	Sc. Seven Sisters....	Discovered by beach patrol dragging ashore ¼ mile W. of station at 3.45 a. m., and he fired costons to warn her crew; called keeper and life-savers hurried to her assistance. They ran lines across Snake River to breakwater and made her secure. Her crew were asleep until she struck the beach.
Sept. 10 Sept. 11	Moriches, New York.....	Sc. Miles M. Merry..	(Stranded 200 yards S. of station at 7.45 p. m. Keeper saw her red light close in shore and burned a coston to warn her off, but she could not tack in time to go clear. Life-savers went on board in surfboat; master wanted a tug and a message was sent to New York for one. In the morning the wrecking tug arrived and, after working all day, floated her at 9 p. m., life-savers rendering all necessary boat service, using surfboat.
Sept. 10	South Manitou Island, Michigan, Lake Michigan.	Sc. Melitta.....	In response to signal for help, life-savers went on board in surfboat, assisted to heave up anchor, set sail, and get her under way.
Sept. 10 Sept. 15	do.....	Sc. H. D. Moore.....	(Attempting to enter the harbor in a fierce thunderstorm, stranded on NE. Point, 1½ miles NE. of station, at 10.45 p. m. Showed signals of distress, which were responded to by life-savers in surfboat, and crew of 4 landed at station. On the 11th, clothing and valuables of crew were saved and brought to station in surfboat. On the 12th, part of her outfit, valued at \$500, was saved and transported to the Foster dock 2 miles from the wreck, in the surfboat. On the 15th, station crew assisted in saving 45,000 feet of lumber, valued at \$450. The vessel and rest of cargo became a total loss. Her crew of 4 were given shelter at the station until the 15th. (See letter of acknowledgment, p. 256.)
Sept. 10	Kenosha, Wisconsin, Lake Michigan.	St. bge. H. A. Root..	Lying at her dock in the harbor, sprung a leak, capsized and sunk at 3.30 a. m. Life-savers hurried to the scene in small boats and saved 6 of her crew. Two were drowned. (For detailed report, see under caption "Loss of Life," p. 27.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Sept. 11	City Point, Massachusetts.	Ywl. Ebisu.....	Lying at anchor near station began to drag in strong SW. breeze. Life-savers went to her in power launch, hove up her anchor and towed her to a spare mooring near by.
Sept. 11	Wood End, Massachusetts.	Sc. Annie Perry	Stranded 1 mile NW. of station at 1.30 a. m. in thick fog. Discovered by N. patrol and keeper notified at 2 a. m. Life-savers went to her in surfboat, but as tide was falling and vessel lying easy, nothing could be done. Returned to station and telephoned for tug. Went back and stood by to run lines, etc., for towboat. She was floated at noon.
Sept. 11	Peaked Hill Bars, Massachusetts.	Sc. Smuggler.....	Ran ashore on the inner bar, $\frac{1}{2}$ mile E. of station, in thick fog. Discovered by lookout and station crew went to her assistance in surfboat. After four hours work, she was floated at 10.30 a. m.
Sept. 11	Hereford Inlet, New Jersey	Gas. yt. Leslie.....	Stranded on the bar in a heavy NW. squall. Seen by lookout and life-savers went to her assistance in surfboat and landed 13 passengers, went back and ran a line to a power boat which pulled her afloat.
Sept. 11	Green Run Inlet, Maryland.	Gas. lch., no name..	Keeper out in small boat, sighted launch broken down, with distress signals flying, and went to her assistance. Owner wanted to go to Franklin City to get a power boat to tow his launch in. His request was complied with.
Sept. 11 Sept. 13	(Sleeping Bear Point, Michigan, Lake Michigan.	} Gas. lch. Reliance...	{ Parted her anchor chain and stranded in Glen Harbor, $\frac{1}{4}$ miles SE. of station. Keeper received notice by telephone and life-savers proceeded to the scene in surfboat. As surf was too high to float her, they hauled her up on the beach clear of the sea. On the 13th the station crew went back and, after 2 $\frac{1}{2}$ hours heaving, succeeded in getting her afloat, undamaged.
Sept. 11	Ludington, Michigan, Lake Michigan.	Scows (2), no names.	Broke away from S. pier and were drifting out into Pere Marquette Lake. Life-savers notified tug that had towed them in and assisted her to pick them up and return them to a safe berth.
Sept. 11	do.....	Sc. Josephine Dresden.	Came into the harbor waterlogged and crew exhausted from constant pumping. Life-savers went on board in small boat, relieved her crew at the pumps, and pumped her out.
Sept. 11	White River, Michigan, Lake Michigan.	Gas. lch. Psyche.....	Broke her anchor moorings and was drifting up White Lake when seen by lookout. Station crew went to her assistance in surfboat, put 2 surfmen on board and started to take her to a safe berth when another launch came along and took her in charge.
Sept. 11	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Sc. S. B. Paige.....	Sprung a leak, anchored and set distress signals when 7 miles NW. of station. Keeper was notified by telephone and life-savers went at once in surfboat, getting a power boat to tow them. When they arrived the vessel was half full of water; pumps were manned and a vigorous effort made to free her, but the water gained, and she finally sank. Her crew of 2 were saved by surfboat, as her small boat had previously been stove in and was useless.
Sept. 11	Nome, Alaska.....	Gas. sc. Joe Mathews	Parted her anchor lines and drifted into the North Coast Lighterage Company's wharf at 10 p. m. Patrol burned Costons to warn the crew, and life-savers got lines and tackles to her and hauled her clear of the dock and well up on the beach, where she was secured.
Sept. 12	Manomet Point, Massachusetts.	Dory, no name.....	Three men in small dory were having a hard pull against a stiff off-shore breeze; station crew went out in surfboat and assisted them ashore.
Sept. 12	Race Point, Massachusetts	Sc. yt. Chanticleer...	Stranded on the inner bar, 350 yards NW. of station. Shore lookout saw her when she struck and notified keeper. Life-savers went on board in surfboat, set head sails and worked her bow off shore, then set all

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
z907. Sept. 12	Race Point, Massachusetts.	Sc. yt. Chanticleer..	sail and drove her off the Inner and across the Outer Bar and clear. At the request of master, landed one of her crew, who wanted to leave, and took him to Provincetown.
Sept. 12	Moriches, New York.....	Catboat Ghost.....	Capsized in Great South Bay, 2 miles NE. of station, about dark of the 11th, and the 7 people on board were rescued by a boat near by. She was discovered by the lookout at daylight and life-savers went out in small boat, towed her in to station, and bailed her out. The owner came for her on the 13th.
Sept. 12	Tathams, New Jersey.....	Bateau, no name....	Drifting out to sea over Hereford Inlet Bar, unable to make any headway against the strong wind and tide. Day watch saw their signals for help and life-savers went to their aid in surfboat. The 3 occupants were taken in surfboat and the bateau towed inside.
Sept. 12	Assateague Beach, Virginia.	Sc. Annie May.....	Missed stays and stranded $1\frac{1}{2}$ miles S. of station. Discovered by lookout at 4.30 a. m. Life-savers went aboard in surfboat, planted two anchors, hove her afloat, and brought her in to a safe harbor. Master and pilot were taken to the station, also an empty water barrel which was filled for her, she having lost her supply of fresh water when she struck.
Sept. 12	Ashtabula, Ohio, Lake Erie.	Scow Buster.....	Tow line parted in a NW. gale and she stranded $1\frac{1}{2}$ miles E. of station. Master of towing tug informed keeper by telephone. Surfboat was loaded on the launching wagon without delay and a team procured. In a very short time the boat was hauled to a suitable place for launching on the east side of the harbor, but when they arrived the crew of the scow, who had got ashore, informed keeper that she had come in on the beach, and that they had waded ashore. There being nothing they could do, the life-savers returned to the station. On the 13th station crew ran lines and assisted the tug Fabian in an unsuccessful attempt to float her, and again on the 14th ran lines, etc. This time she was floated and towed into the harbor. Surfboat was used on both occasions.
Sept. 12	Nome, Alaska.....	Sc. X. L.....	Anchor line parted, drifted ashore $\frac{1}{2}$ mile W. of station, in a SW. gale, at 12.30 a. m. Discovered by beach patrol and station crew were called, who rescued the 2 men on board, ran lines to her and made her secure, and removed part of her cargo. Her crew were sheltered at the station for the night.
Sept. 13	Jerrys Point, New Hampshire.	Gas. lch., no name..	No lights burning, run down by the tug Conestoga at 7.45 p. m., $\frac{1}{2}$ mile E. of station. Cries for help were heard by life-savers and surfmen went out immediately in small boat. Tug had stopped and picked up the 5 occupants. Life-savers recovered the launch and the Conestoga towed them all to New Castle, where surfmen beached and secured the launch and landed her crew.
Sept. 13	Hampton Beach, New Hampshire.	Gas. lch. Eleanor ...	Out of gasoline, $1\frac{1}{2}$ miles SE. of station. Keeper observed her in trouble and surfmen went out in small boat to investigate; returned to shore, procured a supply and took it out to her.
Sept. 13	Louisville, Kentucky.....	Skiff, no name.....	Observed by lookout to be in danger in the Indiana chute of the falls, one occupant. The alarm was sounded and life-savers went to the rescue in small boat and towed skiff safely to station.
Sept. 13	Duluth, Minnesota, Lake Superior.	Slp. yt. Banshee....	Dragging anchor and drifting across the harbor in a high NE. wind. Surfmen went to her in power launch, towed her back into yacht club basin and secured her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Sept. 14	City Point, Massachusetts.	Gas. lch. Emylla....	Harbor police boat Guardian picked her up with engine disabled, down by Boston light; towed her to station and requested keeper to take her into Savin Hill Yacht Club float, Dorchester, as Guardian could not get in there. Power launch was manned and the Emylla towed in and secured to float.
Sept. 14	Erie, Pennsylvania, Lake Erie.	Gas. lch. Otter.....	Keeper received telephone message from ligh-house that this boat was lying at the pier, 3½ miles NW. of station, with carburetor out of order and wanted assistance. Power lifeboat went out and towed her in to Erie dock.
Sept. 14	Jackson Park, Illinois, Lake Michigan.	Yt. Sea Gull.....	Capsized in a gust of wind, ½ mile E. of station. Lookout gave the alarm and surfboat hurried to the assistance. The 3 occupants were rescued by a passing gasoline launch. Life-savers righted the yacht, bailed her out and towed her in to station.
Sept. 14	Racine, Wisconsin, Lake Michigan.	Gas. lch. Lydia Ann.	Upon request of owner, surfmen hauled this boat up on the station incline to enable her crew to repair some damage under her water line.
Sept. 15	City Point, Massachusetts.	Gas. lch. Osceola....	Dragging her anchor and drifting down on another boat, ¼ mile NW. of station. Life-savers went to her in power launch, got a line on board and held her up, hove up anchor and towed her to a spare mooring.
Sept. 15	Milwaukee, Wisconsin, Lake Michigan.	Slp. Maid of Erin....	Capsized ½ mile N. of station, in a squall of wind. Life-savers went to her aid in surfboat, rescued the 2 boys who had been sailing her, towed her to the beach and bailed her out.
Sept. 15	Nome, Alaska.....	Gas. lch. Wilhelmina.	Drifted against a dock, 600 yards SE. of station at 5 a. m., squally weather, rough sea. Life-savers went to her assistance in small boat but high sea and strong current made it impossible to render assistance. Keeper then went to her in power launch, but to save his own boat, was compelled to return to shelter. The Wilhelmina's crew of 2 were rescued by surfmen and she finally drifted up on the beach.
Sept. 17	City Point, Massachusetts.	Catboat, no name...	Dragged anchor and drifted into City Point iron pier. Power launch took her in tow and anchored her in a safe berth.
Sept. 17	Michigan City, Indiana, Lake Michigan.	Scow, no name.....	Drifting across the harbor in a heavy wind squall. Surfmen got a line on board and made her fast.
Sept. 17	Jackson Park, Illinois, Lake Michigan.	Slp., no name.....	Struck by a heavy squall, 1 mile NE. of station, and swamped. Lookout saw her signal of distress and life-savers went to her aid in surfboat, took her crew of 2 in the boat and towed the sloop in to the station.
Sept. 17	Milwaukee, Wisconsin, Lake Michigan.	Str. Alaska.....	Stranded in thick fog, 3 miles N. of Fox Point, 16 miles N. of station, at 7.45 p. m. Blew signals of distress and life-savers who were notified by telephone, pulled over 3 hours in that direction without hearing any signals, and returned to station. On the following morning, in tow of a tug, they proceeded to the scene in surfboat and found the Alaska with 9 feet of water in her hold and fires extinguished. Life-savers stayed by, went out into the lake 2 miles and piloted tugs in the fog, rigged up pumps, unloaded cargo, ran hawsers for tugs, took soundings and took agents back and forth to the nearest telephone several times each day. On the 21st surfmen succeeded in getting a tarpaulin under the steamer and stopped the leak, and at 5.30 p. m. she was floated. Recovered for her an anchor and 50 fathoms 5-inch line that had been slipped and lost when she came afloat.
Sept. 18	Gay Head, Massachusetts and Cuttyhunk, Massachusetts.	Sc. Horace A. Stone and Sc. Susie H. Davidson.	The Stone, lying at anchor halfway between the stations, was run into by the Davidson about 11 a. m. Life-savers saw the collision and surfboats from both stations went

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Sept. 18	Gay Head, Massachusetts, and Cuttyhunk, Massachusetts.	Sc. Horace A. Stone and Sc. Susie A. Davidson.	to their assistance. Cuttyhunk station telephoned to New Bedford for a tug and keepers advised masters as to the best method of separating the two vessels and as to time of slack water, etc. At the turn of the tide they were separated and both later taken into harbor by tugs.
Sept. 18	Eatons Neck, New York..	Slp., no name.....	Ran ashore in front of station at 2.30 a. m. Life-savers hauled her up on beach clear of high water and gave her crew of 2 food and shelter at the station until afternoon, when they went to their homes, leaving sloop in keeper's charge.
Sept. 18	Harbor Beach, Michigan, Lake Huron.	Slp. yt. Athene.....	Parted her moorings in a fresh S. breeze and drifted against dock, 200 yards E. of station, no one on board; pounding badly. Life-savers hauled her clear of dock and moored her securely.
Sept. 18	Jackson Park, Illinois, Lake Michigan.	Sailboat Kingfisher .	Capsized in a gust of wind, 3 miles SE. of station. Keeper was notified and life-savers hurried to the scene in surfboat. The 2 men who were clinging to her bottom were taken in the surfboat and she was towed in to shore, righted and bailed out.
Sept. 18	Cape Disappointment, Washington.	Gas. lch., no name..	Machinery of tender belonging to light-house steamer Heather broke down near the station and surfman towed it back to the Heather, anchored at the head of Sand Island, using power small boat.
Sept. 19	Cuttyhunk, Massachusetts	Catboat, no name...	Capsized in the harbor near the station. Seen by station lookout who gave the alarm, and in a few minutes surfmen in small boat had rescued the 2 men. Their boat was towed ashore, righted, and bailed out.
Sept. 19	Atlantic City, New Jersey.	Gas. lch., no name..	Stranded $\frac{1}{2}$ mile N. of station. Lookout saw distress signals and life-savers responded in surfboat, pulled the launch afloat, and towed her into Gardners basin undamaged.
Sept. 19	Two Rivers, Wisconsin, Lake Michigan.	Sc. John W. Wright.	Drifted against the N. pier while leaving the harbor. Surfmen took a line and warped her out clear.
Sept. 20	Point of Woods, New York.	Catboat, no name...	Stranded on East Island Flats, 1 mile NW. of station. Keeper returning from mainland discovered her, went aboard in small boat, set all sail, and by getting overboard and shoving finally got her afloat.
Sept. 20	Buffalo, New York, Lake Erie.	do.....	Capsized 1 mile N. of station. Observed by lookout, and life-savers proceeded at once to her assistance in power surfboat. Her crew of 2 were picked up by a boat nearby. They were landed in surfboat and the catboat towed in, righted, and bailed out.
Sept. 20	Two Heart River, Michigan, Lake Superior.	Br. sailboat, no name	Trying to enter the river in brisk wind and high sea, carried off by current and sea, and fetched up on the bar. Life-savers with lines and tackle waded out and unloaded her of passengers and freight and hauled her up on the beach.
Sept. 20	Charlevoix, Michigan, Lake Michigan.	Rowboat, no name..	Drifting out of harbor, occupant helplessly drunk. Seen by station lookout and small boat went out and towed it back to shore.
Sept. 21	White Head, Maine.....	Sc. Donna T. Briggs.	Stranded on Stallion Ledge, 3 miles SE. of station, in thick fog at 4 a. m. Life-savers went on board in surfboat, ran out an anchor, pumped her out, and hove her afloat with the windlass; hoisted sails and worked her out clear into open channel. She proceeded to Rockland for repairs.
Sept. 21	Avalon, New Jersey.....	Fish boat, no name .	Strong ebb tide carrying it into breakers, anchor dragging, and man at oars exhausted. Life-savers in small boat rescued the party from a dangerous position, 50 yards from breakers, and towed boat and people ashore.
Sept. 21	Saluria, Texas.....	Power boat, no name	Small motor boat belonging to light-house keeper, returning to Matagorda light-house with owner on board, broken down. Station keeper took him in tow of power small boat and, while in tow, succeeded in getting his motor in running order.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Sept. 21	Louisville, Kentucky.....	Small boat, no name.	In danger above the Indiana chute of the falls, $\frac{1}{2}$ mile from station. Seen by station watch, who gave the alarm, and small boat went to the rescue and towed her safely ashore.
Sept. 21	Vermilion and Crisps, Michigan, Lake Superior.	Str. Alex. Nimick...	Leaking badly, heavy NW. gale, high seas, beached $1\frac{1}{2}$ miles NW. of Vermilion station to prevent sinking. Six of her crew washed overboard and perished, 11 landed in ship's boat and were cared for at Vermilion station 2 days and furnished dry clothing belonging to the W. N. R. A. Life-savers recovered 4 bodies, including that of the master. Lookout at Crisps station saw the Nimick at 6 p. m. coming down the lake with seas sweeping over her from stem to stern and jets of steam arising, indicating distress signals, though no sound could be heard. Surfboat was launched with great difficulty and searched for her until 11 p. m., but could find nothing in the intense darkness. It was learned afterwards that when she struck everything above the water was almost immediately washed away. (For detailed account, see under caption "Loss of life," p. 30.)
Sept. 21	Frankfort, Michigan, Lake Michigan.	Str. Manitou.....	Life-savers rendered valuable assistance in getting her into the dock, making her lines fast, etc.
Sept. 21 Sept. 22	Grays Harbor, Washington.	Nor. str. Tellus.....	Mistook a buoy adrift for the whistling buoy and stranded on N. spit, 6 miles NW. of station. Station lookout saw her when she struck and life-savers went at once to her assistance in lifeboat. Seventeen of her crew were transferred to a tug, the other 6 remaining on board over night. In the morning station crew returned in lifeboat, transferred the balance of her crew to tugboat and towed crews' outfits, which were loaded in ship's boats, to the tug. She was abandoned, ship and cargo becoming a total loss.
Sept. 22	Jerrys Point, New Hampshire.	Slp. Verelette.....	Stranded on Fort Point, 1 mile N. of station. Life-savers went on board in small boat, carried out 2 anchors, removed ballast, and on the flood tide hauled her afloat undamaged.
Sept. 22	Muskeget, Massachusetts..	Catboat Margie.....	Missed stays and stranded $1\frac{1}{2}$ miles SW. of station. Life-savers in small boat planted an anchor in deep water, and at high tide set all sail and by hauling on hawser hove her afloat undamaged.
Sept. 22	Port Austin, Michigan, Lake Huron.	Gas. lch. Clara M. S.	Pounding against dock, $\frac{1}{2}$ mile NW. of station, in heavy sea; burned a torch at 1.55 a. m. Life-savers went to her assistance and towed her in shore behind the breakwater.
Sept. 22	Evanston, Illinois, Lake Michigan.	Gas. lch. Mascot.....	Got a line in her propeller and stranded $\frac{3}{4}$ miles N. of station. Notified by telephone. Life-savers went to her assistance in surfboat, got lines and tackles on board, and hauled her out on the beach clear of the sea with the aid of a team of horses.
Sept. 23	City Point, Massachusetts.	Slp. Tartar.....	Dragged her anchor in a heavy squall and was smashing some yacht tenders at the South Boston Yacht Club landing. Power launch towed her out clear and anchored her in a safe berth.
Sept. 23	Townsend Inlet, New Jersey.	Gas. lch. Anita.....	Broke adrift from her moorings and got jammed under the railroad bridge. Surfmen went to her assistance, but found they could do nothing until low water. Returned at 3 p. m. and succeeded in releasing her from a dangerous position.
Sept. 23	Santa Rosa, Florida.....	Gas. lch. Privateer..	Machinery disabled $3\frac{1}{2}$ miles NE. of station; set distress signals. Seen by station lookout and power surfboat went to her assistance and towed her to an anchorage off the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Sept. 23	Ludington, Michigan, Lake Michigan.	Str. William Edward and sc. Golden Age.	This steamer and her tow, coming into the harbor, got aground on the south side of the channel. Life-savers ran lines to the pier for them and they heave themselves afloat.
Sept. 23	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Marjora....	Parted her moorings at 4 a. m. in a brisk south breeze and went adrift in the Illinois Central basin, $\frac{1}{2}$ mile SW. from station, nobody on board. Seen by station lookout; life-savers in surfboat saved her from destruction and moored her in a safe berth.
Sept. 23	Nome, Alaska.....	Gas. lch., no name...	Bound from Nome to Kuskoquim River, engine became disabled, drifted ashore on Sledge Island, 21 miles WSW. of station, and sunk. The 5 occupants got ashore without food at 9 p. m. of the 20th. On the 23d keeper received a telephone message from Sinrock, 28 miles W. of Nome and 10 miles from Sledge Island, saying a signal fire was burning on Sledge Island. Life-savers started in gasoline launch Defiance at 11 p. m. and arrived at Sledge Island 2 a. m. of 24th. The 5 men were in such a bad plight that they had to be carried from the beach to the launch. They were taken to the station, arriving at 7 a. m., given food and put to bed. By 9 p. m. they had practically recovered and went to their homes. (See statement of John Richter, p. 255.)
Sept. 24	Jerrys Point, New Hampshire.	do.....	Left navy-yard the 23d on a pleasure trip with 3 on board and not having returned this date their friends became uneasy. At request of authorities life-savers in surfboat, in tow of navy-yard tug, went in search of the missing boat; found her 7 miles SE. of station with engine disabled. Surfboat ran a line to the tug and she was towed back to Portsmouth.
Sept. 24	City Point, Massachusetts.	Slp. Gertrude A.....	Parted her moorings in a fresh SW. breeze and collided with another yacht at anchor. Steam launch Relief went to her assistance from the station and towed her out clear to a safe anchorage.
Sept. 24	do.....	Slp. Doris.....	Parted her moorings in a SW. squall during the night and stranded. Life-savers went to her in the Relief at high water, floated her, and took her out to a safe anchorage.
Sept. 24	do.....	Slp. Boreas.....	Dragged anchor in a heavy SW. squall during the night and stranded. Floated at high water and towed to a safe mooring by station crew.
Sept. 24	do.....	Small boat, Hinkee Dee.	Parted her moorings and stranded in SW. squall during the night. Pulled afloat at high water and towed to a safe mooring by the station launch Relief.
Sept. 24	Erie, Pennsylvania, Lake Erie.	Catboat, no name...	Capsized $\frac{1}{2}$ mile W. of station. Seen by lookout and station crew hurried to her in surfboat. The one occupant had already gained the shore; his boat was picked up, towed in, bailed out, and hauled up on the beach. The man was taken to the dock at Erie.
Sept. 24	Cleveland, Ohio, Lake Erie.	Derrick scow, No. 7..	Parted her tow line and stranded $\frac{1}{2}$ mile W. of station. Life-savers in small boat ran hawser to tug which pulled it afloat.
Sept. 24	Harbor Beach, Michigan, Lake Huron.	Skiff, no name.....	Adrift in the harbor. Discovered by lookout; picked up by power lifeboat and delivered to owner.
Sept. 24 Sept. 26	North Manitou Island and South Manitou Island, Michigan, Lake Michigan.	Sc. scow, R. H. Becker.	Broke her centerboard while tacking in a heavy NW. gale and became unmanageable. Anchored 2 miles S. of North Manitou light-house and set distress signals. Seen by lookouts of both stations and crews went to her assistance, the first-named in surfboat and the other in lifeboat. As there was no immediate danger, returned to station, notified owners, and telephoned for tug. Went back on the 25th and helped get anchor. Tug towed her into South Manitou Island Harbor and on the 26th crew from South Manitou station assisted in procuring and fitting new centerboard. (See letter of acknowledgment, p. 256.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Sept. 24	South Manitou Island, Michigan, Lake Michigan.	Gas. lch., Grace W.	Dragging her anchor and drifting out into the lake, crew on shore. Seen by station lookout; life-savers in surfboat took the crew out to her, got engines working, and ran her in to a safe anchorage.
Sept. 24	Frankfort, Michigan, Lake Michigan.	Str. Ann Arbor No. 4.	Surfmen rendered valuable assistance by handling her lines when she was docking in a gale of wind.
Sept. 24	Racine, Wisconsin, Lake Michigan.	Gas. lch., no name.	Engine disabled, drifting out into the lake. Lookout saw her in trouble and life-savers went out in surfboat and towed her in to the station.
Sept. 25	City Point, Massachusetts.	do.....	Adrift $\frac{1}{2}$ mile S. of station, engine disabled. Life-savers, responding to signals, went to her aid in power launch and towed her in to the public landing.
Sept. 25	do.....	Dory, no name	Adrift in the bay, picked up by power launch and held for claimant.
Sept. 25	Gurnet, Massachusetts.	Rowboat, no name.	Rowing ashore, broke both oars and commenced to drift to sea. Surfmen went to his aid in small boat and towed him in to the beach.
Sept. 25	do.....	Gas. lch., no name.	Struck a rock, broke propeller, and started a leak. Made distress signals that were seen by lookout, and surfmen went to her aid in small power boat; towed her to Plymouth for repairs.
Sept. 25	Sandy Hook, New Jersey.	do.....	Began to fill in rough sea and was beached 1 mile NW. of station to prevent sinking. Discovered by day watch and life-savers hurried to the scene, saved valuable fish nets, got a line on board, and by pulling, wading out waist deep and shoving, they got her afloat and around the point into smooth water where she was secured for the night, having capsized. Her crew of 4 were given food and shelter for the night at the station and in the morning the boat was righted and taken to Seabright.
Sept. 25	Galveston, Texas.	Gas. lch. Standard.	Engine disabled, drifted on a reef $\frac{3}{4}$ mile NNW. of station, 15 people on board. Seen by station lookout, life-savers went to her assistance in small boat, got overboard, and after 20 minutes of pulling and shoving succeeded in floating her. The engine having been repaired, she proceeded to her destination.
Sept. 25	do.....	Gas. lch. Tarpon.	While trying to pull the above-named boat afloat, this launch got ashore. After getting the Standard off, the life-saving crew went to the assistance of the Tarpon and in a few minutes got her afloat.
Sept. 25	South Manitou Island, Michigan, Lake Michigan.	Sc. John Mee.	Responding to signal for assistance, life-savers went on board in surfboat, helped heave up anchor, make sail, and get her clear of the harbor.
Sept. 25	Pentwater, Michigan, Lake Michigan.	Scs. (2) Mary Ludwig and Emily and Eliza.	Surfmen took their lines and towed them out clear of the end of the piers.
Sept. 25	Baileys Harbor, Wisconsin, Lake Michigan.	Sc. Madonna.	Fouled a pound net and signaled for assistance. Life-savers went on board in surfboat and pulled her clear of the net.
Sept. 26	Monomoy, Massachusetts.	Slp. yt. Gypsy.	Discovered by station lookout at daylight, $4\frac{1}{2}$ miles SE. of station, with colors union down. Life-savers went out in surfboat and found 2 on board, her master disabled, windlass broken, bobstay carried away, and leaking. Surfmen hove up anchor and sailed her into Hyannis Harbor. Master was unacquainted with the shoals and was very grateful.
Sept. 26	Monomoy Point, Massachusetts.	Sc. Edward R. Baird, jr.	Missed stays and collided with Pollock Rip blue light-ship; beached to prevent sinking. Life-savers boarded her in power lifeboat and brought her crew of 6 and 2 passengers to the station; telephoned for a wrecking tug, which arrived on the 27th, stopped the leak, and floated the vessel. Her crew were cared for at the station until she was floated—24 hours. The 2 passengers, who were fishermen lost at sea in a dory and picked up by the Baird, went to their homes as soon as landed.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Sept. 26	Atlantic City, New Jersey.	Gas. lch., no name..	Ran out of gasoline 1½ miles ENE. of station and showed signals of distress. These were seen by station lookout, and life-savers went out in surfboat and towed her in the inlet.
Sept. 26	Cedar Creek, New Jersey..	Small boat, no name	Washed ashore ½ mile SW. of station; bailed out by surfmen, brought to station and held for claimant.
Sept. 27	Gloucester, Massachusetts.	Dory, no name.....	Found adrift by N. patrol, hauled up on the beach, and secured.
Sept. 27	Brant Rock, Massachusetts.	Slp., no name.....	2 miles N. of station, mainsail torn and unable to get into harbor. Surfmen went out in small boat and towed her in to a safe anchorage.
Sept. 27	Little Egg, New Jersey....	Sc. Joseph Allen.....	Stranded on Middle Ground, ¾ mile SW. of station. Discovered by station lookout and life-savers went on board in surfboat, planted anchors in deep water, and hove her afloat undamaged.
Sept. 27	South Manitou Island, Michigan, Lake Michigan.	Sc. Rouse Simmons.	Responding to signals for assistance, surfmen went on board in surfboat and helped heave up anchor, make sail, and get her clear of the harbor.
Sept. 27	Ludington, Michigan, Lake Michigan.	Sc. D. A. Wells.....	Surfmen took her line and towed her in through the piers.
Sept. 27	Nome, Alaska.....	Dory, no name.....	Landing through the surf, 1 man in it; assisted by the life-savers.
Sept. 28	Gurnet, Massachusetts....	Slp. yt. Keewaydin.	Owner landed at station in his dory and reported his boat anchored 4 miles N. of station; mainsail blown away on the 27th; requested assistance. Surfmen went out in power small boat and towed her to Plymouth.
Sept. 28	Southampton, New York..	Skiff, no name.....	Capsized 300 yards E. of station, the 1 occupant being thrown into the water; rescued by surfman in small boat.
Sept. 28	Ashtabula, Ohio, Lake Erie.	Scow, no name.....	Drifted on an unfinished portion of the E. breakwater, water too shoal for tug to get a line on board. Life-savers went out in surfboat and ran a hawser from the scow to a tug, which pulled her afloat.
Sept. 28	Duluth Minnesota, Lake Superior.	Gas. lch. Mandy....	Broke down in harbor channel, 1 mile W. of station. Seen by station lookout, and surfman in power small boat towed her into Northern Pacific R. R. No. 2 slip.
Sept. 28	do.....	Gas. lch., no name...	Engine refused to work when 1 mile W. of station. Station lookout saw the trouble and surfman in power launch towed her to yacht-club dock.
Sept. 28	North Manitou Island, Michigan, Lake Michigan.	Mail boat, no name.	Broke loose from her moorings and was drifting on the beach when life-savers went to her assistance in surfboat and brought her safely to anchor.
Sept. 28	White River, Michigan, Lake Michigan.	Sc. Alice.....	Ran into harbor for shelter and surfmen took her lines and helped make her secure.
Sept. 28	Michigan City, Indiana, Lake Michigan.	Gas. lch. Yet.....	Anchored outside the breakers, 13 miles WSW. of station, engine broken down, NE. gale brewing. Keeper notified by telephone, went in power small boat and towed her into Michigan City, saving her from destruction, as the storm broke soon after arrival in port. Owner had been taken off by a fisherman.
Sept. 28	Milwaukee, Wisconsin, Lake Michigan.	Sc. Geo. W. Wescott.	Sprung a leak and, pumps failing, became waterlogged. Coming into the harbor she got into a heavy back sea and listed far over to starboard, losing her deck load. Station lookout saw her go over and gave the alarm. Life-savers went out in surfboat in tow of a tug, ran lines to the tug, took in sail, etc. Tug beached her on a mud bank in Kinnickinnic River.
Sept. 28	Yaquina Bay, Oregon....	Skiff, no name.....	Drifting down the bay, picked up by surfmen in small boat and held for claimant.
Sept. 29	Cranberry Islands, Maine.	Sc. Lizzie J. Clark...	Stranded on Harding Ledge, ¼ mile NE. of station, at 8 p. m. Discovered by patrol, and life-savers went on board in surfboat. When the tide began to flood they worked her off the ledge and took her into the harbor.
Sept. 29	Fletchers Neck, Maine....	Slp. yt., no name....	In danger of stranding, surfmen went on board in small boat and piloted her to a place of safety.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907			
Sept. 29	Salisbury Beach, Massachusetts.	Dories (2), no names.	In danger of being broken up by the sea, were hauled out and secured by life-savers.
Sept. 29	Gloucester, Massachusetts.	Str. Swatara and bge. Manatawny.	Barge's tow line parted when 1½ miles SSE of station. She anchored, but tug was unable to get a line to her in the heavy sea. Life-savers went out in surfboat and ran a hawser from the tug to the barge and they then proceeded into Gloucester Harbor.
Sept. 29	City Point, Massachusetts.	Slp. Winnie.....	Dragged anchor in a NE. gale and drifted in on the rocks. Power launch went to her assistance and towed her to an anchorage in smooth water.
Sept. 29	do.....	Slp. Polly.....	Dragged anchor and drifted on a lee shore in a NE. gale. Steam launch Relief went to assistance, took her in tow, and anchored her well offshore.
Sept. 29	do.....	Slp. Crickett.....	Dragged anchor and collided with another boat; signaled for assistance. The Relief towed her well offshore, where she set sail and went around into Dorchester Bay.
Sept. 29	do.....	Slp. Naiad.....	Dragged ashore in NE. gale. The Relief went to her assistance, floated her, and towed her well offshore, where she was safely anchored. The 6 people on board were then landed.
Sept. 29	do.....	Gas. lch. Madelon...	Dragging into the iron pier, set distress signal. The Relief towed her well offshore, where she was safely anchored.
Sept. 29	do.....	Slp. Iris.....	Dragged ashore ¾ mile N. of station in NE. gale. The Relief went to her assistance, but was unable to float her. A trench was dug and at high water on the 30th she was floated by a tug.
Sept. 29	Brant Rock, Massachusetts	Dory, no name.....	Found by S. patrol, lying in dangerous position; hauled up and secured.
Sept. 29	Manomet Point, Massachusetts.	Gas. lchs. (4), no names.	At request of owners, life-savers went to White Horse Beach and assisted to haul them up on the beach, the fresh breeze and high sea making it unsafe for them to lie at their moorings. Surfboat was used.
Sept. 29	Sandy Point, Rhode Island	Dories (3), no names.	In an exposed position, hauled up and secured by surfmen.
Sept. 29	Duluth, Minnesota, Lake Superior.	Gas. lchs. (2) Zurich and Skibo.	The Zurich lost her propellor 1½ miles S. of station and telephoned yacht club for assistance. The Skibo went out to tow her in and she also lost her propellor. The station launch towed them both to the yacht club.
Sept. 29	Sheboygan, Wisconsin, Lake Michigan.	Str. Bransford.....	Drawing too much water to go into dock; surfmen in small boat ran lines to make her fast.
Sept. 30	Damiscove Island, Maine..	Gas. lch., no name..	Drifting on the rocks 4 miles N. of station, motor not working, signaled for assistance. Life-savers went to her in power launch and one of the surfmen repaired her engine; she proceeded to her destination.
Sept. 30	Hunniwells Beach, Maine.	Gas. lch. Swastika..	Stranded on Sabine Point, ¾ mile NW. of station in a gale of wind. Life-savers went to her assistance in surfboat and by running out an anchor hove her afloat on the following high water.
Sept. 30	Newburyport, Massachusetts.	Dory, no name.....	Observed by station lookout to be in a dangerous position, with 3 men in it. Surfmen went out in small boat and warned them away.
Sept. 30	Cuttyhunk, Massachusetts.	Slp. Champ.....	Missed stays and stranded on Pasque Island, 4 miles ENE. of station. Keeper was notified by telephone and life-savers went to her assistance in surfboat. They ran out 2 anchors, removed ballast, and at high water floated her. She was leaking badly and as there were only 2 on board, station crew accompanied her to New Bedford to keep her pumped out.
Sept. 30	Brentons Point, Rhode Island.	Nph. sc. Laura E. Gamage.	Jibing to avoid a fish trap, sprung main boom and carried away mainsheet. Anchored 1½ miles SSE. of station and set distress signals. Life-savers went out in surfboat and learning the trouble returned to station and prepared some battens, also got some line

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Sept. 30	Brentons Point, Rhode Island.	Nph. sc. Laura E. Gamage.	for a new sheet, returned to the schooner, fished her boom, and rove off new sheet. She then got under way and went on to Newport.
Oct. 1	South Manitou Island, Michigan, Lake Michigan.	Sc. H. D. Moore	Life-savers went out and recovered the foremast of the schooner. On the 15th they went out and secured the mainmast. These spars were held at the station to await claim of owner.
Oct. 2	Newburyport, Massachusetts.	Slp., no name.....	A small sloop lost her tender in crossing the bar. Life-savers went out in the surfboat and secured it. The tender was delivered to its owner.
Oct. 2	Gurnet, Massachusetts....	Sailboat, no name...	Surfman discovered an abandoned sailboat full of water. Life-savers went out and tried to tow it ashore, using station dory. As they made but little headway, the keeper went to their aid in power boat and towed it ashore. Life-savers hauled the boat up on the beach clear of the tide.
Oct. 2	Wood End, Massachusetts.	Br. sc. Bessie.....	Mistook the lights in trying to enter Provincetown, and stranded $\frac{1}{2}$ mile E. of the station. Vessel's plight was discovered by the lookout at 7.30 p. m., and she was promptly boarded by the life-savers. Nothing could be done that night. The naval tug Uncas was sent for, and at high tide the next day the schooner was hauled off, she having suffered no damage.
Oct. 2	Fishers Island, New York.	Gas. lch., no name...	Engine broke down and the launch was adrift $1\frac{1}{2}$ miles N. of the station. Accident was discovered and reported by lookout. Surfmen went out in power lifeboat and towed the launch to Stonington.
Oct. 2	Galveston, Texas.....	Catboat, Evyline...	Light-house keeper at Fort Point set emergency signal. Life-savers proceeded to the scene and learned that the catboat had capsized near the light-house, $2\frac{1}{2}$ miles N.E. of the station. The surfmen righted and bailed out the boat and took its two occupants to the light-ship.
Oct. 2	Duluth, Minnesota, Lake Superior.	Slp. yt. Scud.....	Had been left on weather side of dock. When discovered by keeper, it was pounding heavily against pilings. Life-savers, in power launch, towed it to a safe mooring.
Oct. 2	Golden Gate, California...	Small boat, no name.	A small boat drifted ashore $\frac{1}{2}$ mile N. of the station. It was discovered by beach patrol and towed to the station. It was turned over to its owner the next day.
Oct. 3	Assateague Beach, Virginia.	Sc. Foam.....	Anchored 1 mile W. of the station. Swung around and struck her heel on a shoal, having anchored too near the beach. The master fired a rocket, which was answered by the beach patrol. Life-savers proceeded to the scene in surfboat. They hoisted sail on the schooner and ran out an anchor. The vessel was worked into deep water, but was found to be leaking so badly that it was taken into the inner harbor and beached. Wreckers floated the vessel Oct. 5 and towed it into Chincoteague. (See letter of acknowledgment.) On Oct. 6 the life-savers conveyed the crew of the Foam to Chincoteague.
Oct. 3	Holland, Michigan, Lake Michigan.	Gas. lch., no name..	Machinery became disabled, and the launch went adrift $\frac{1}{2}$ mile W. of the station. The two occupants signaled for help and were immediately discovered by the lookout. Life-savers went out in the surfboat and towed them into the harbor.
Oct. 3	Coquille River, Oregon....	Raft.....	Life-savers went out in surfboat and secured a raft which had gone adrift. It was towed to a safe place and turned over to its owners.
Oct. 3	City Point, Massachusetts.	Slps. Izevl and Vurana.	In a fresh SW. wind the Izevl dragged down on the Vurana, both sloops lying at anchor in Dorchester Bay. They were chafing each other badly when discovered by the keeper. Life-savers went out in launch, cleared the sloops, and towed the Izevl to a safe mooring.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Oct. 4	City Point, Massachusetts.	Slp. Hawk.....	In a fresh SW. wind the Hawk dragged her anchor. Life-savers boarded the sloop, got it under way, and sailed it into the station. It was claimed by the owner the next day.
Oct. 4	South Brigantine, New Jersey.	Dory, no name.....	A fishing boat lost its dory when coming into Absecon Inlet. Life-savers secured it and notified the owners.
Oct. 4	Portsmouth, North Carolina.	Se. Alson Miller.....	Stranded at W. end of cut, 4 miles NW. of the station. She set a distress signal at 6.30 a. m., which was discovered by the lookout. Life-savers boarded her, shifted the cargo forward, ran out an anchor, set her sails, and worked the schooner into deep water.
Oct. 4	do.....	Se. Virginia Dare.....	While the life-savers were working on the Alson Miller, the Virginia Dare stranded on Cross Rock, 3 miles W. of the station. After the life-savers left the first schooner they proceeded to Cross Rock. By carrying out her anchor and using her sails the Virginia Dare was hauled off the Rock.
Oct. 4	Louisville, Kentucky.....	Sailboat, no name....	Capsized 100 yards from the station; its two occupants were thrown into the river. The accident was witnessed by the life-savers, who immediately went to the rescue. The two men were taken from the water and brought to the station. The sailboat was towed to its moorings by a gasoline launch.
Oct. 6	Sheboygan, Wisconsin, Lake Michigan.	Rowboat, no name....	The lookout discovered a man in this boat, $\frac{1}{2}$ mile E. of the station, trying to get back to the harbor. The sea was moderate and he was pulling against a strong head wind. Life-savers went out in surfboat and brought the man and his boat to the station.
Oct. 6	Humbolt Bay, California..	do.....	Surfman observed a man in a small boat struggling against a strong ebb tide. In spite of all his efforts he was being carried out toward the bar. Life-savers went out in the surfboat and towed the man into the harbor.
Oct. 7	Whitehead, Maine.....	Se. Ethel F. Merriam.	Anchored 1 mile NNE. of station. The wind was strong from the SW., and the schooner dragged into a dangerous position among sunken ledges. The master set a distress signal and the life-savers went to his assistance in surfboat. They carried out an anchor, hove the schooner clear of the ledges, set sail, and took her to a safe anchorage in Seal Harbor.
Oct. 7	City Point, Massachusetts.	Gas. lehes. Boar and Peerless.	Dragged their anchors in a fresh SW. wind and stranded $\frac{1}{2}$ mile N. of the station. Life-savers went to their aid and towed them to a safe anchorage.
Oct. 7	Durants, North Carolina..	Se. M. G. Walstein ..	Stranded 2 miles N. of the station. The accident was discovered by the lookout. Surfman went to her aid in supply boat, removed part of deck load, laid out an anchor, and hove the schooner afloat.
Oct. 7	Michigan City, Indiana, Lake Michigan.	Gas. leh. Nautilus....	A boathouse containing the Nautilus broke adrift from the pier. There was a NW. gale and a heavy sea at the time. Surfmen ran lines and secured the boathouse.
Oct. 6	Damiscove Island, Maine..	Slp., no name.....	Stranded on a ledge at 10 p. m. while trying to enter harbor. Surfmen ran lines to hold sloop in position and brought the two occupants to the station. They were given lodging and breakfast. At high tide the next morning the station crew hauled the sloop into deep water.
Oct. 6	Nahant, Massachusetts....	Gas leh., no name....	Broke down at 10.30 p. m., $1\frac{1}{2}$ miles SW. of the station. One of the crew came ashore in tender and telephoned to the station. Life-savers proceeded to the scene in power boat. The disabled launch was towed to the station and one of the crew was given lodging for the night.
Oct. 6	Gurnet, Massachusetts....	Gas. leh., no name....	Engine was disabled 2 miles WSW. of the station; the owner set a signal of distress. Life-savers went out in power boat and towed launch to Plymouth.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907			
Oct. 6	Monomoy Point, Massachusetts.	Bk. Freeman.....	Stranded $1\frac{1}{2}$ miles E. of the station. Life-savers proceeded to the scene in power life-boat and ran towline between bark and tug. The bark was floated and proceeded to Boston.
Oct. 6	Ocracoke, North Carolina..	Sc. Annie F. Wahab.	Stranded on shoal 1 mile SW. of the station. Life-savers went to her assistance in surfboat, carried out her anchor, and hauled her afloat.
Oct. 6	Frankfort, Michigan, Lake Michigan.	Rowboat, no name..	Capsized at 10 p. m., $\frac{1}{2}$ mile from the station. Three occupants, under the influence of liquor, were in danger of drowning. Their cries were heard by the lookout, the alarm was sounded, and the life-savers hastened to the scene in the surfboat. The men were nearly exhausted when taken from the water. They were supplied with dry clothing from the W. N. R. A.
Oct. 7	Old Chicago, Illinois, Lake Michigan.	Gas. lch., Pirate.....	Got a line in her propeller $1\frac{1}{2}$ miles NE. of the station. It was blowing a gale and there was a high sea; the launch was in danger of being smashed on the breakwater. The accident occurred at 9.40 p. m. The keeper had been watching the boat's light and when it disappeared he ordered out the power life-boat. The launch, containing three occupants, was picked up and towed to the station.
Oct. 7	Racine, Wisconsin, Lake Michigan.	Sc. Sunrise.....	At 10.30 p. m. the surfmen were requested to assist in shifting schooner's berth. The sea was increasing and she was in a dangerous position. The station crew rendered the desired assistance.
Oct. 8	Hunniwells Beach, Maine.	Gas. lches. (2), no names.	Broke adrift in heavy wind and sea. They were in danger of being smashed on the rocks, $\frac{1}{2}$ mile NE. of the station when picked up by life-savers in surfboat.
Oct. 8	Straitsmouth, Massachusetts.	Small boat, no name.	On account of the high wind a fisherman was unable to reach his home at Rockport. Keeper let him have an anchor to secure his boat.
Oct. 8	City Point, Massachusetts.	Sip. Tanarana.....	This sloop was discovered dragging down on a yacht. As soon as the life-savers had moored the yawl Eibus, which had also gone adrift, they went to the aid of the sloop. A line was put on board, her anchor was hove up and cleared, and she was towed to a safe berth.
Oct. 8	do.....	Sc. yt. Marie.....	Parted her mooring in a SW. gale and stranded $\frac{1}{2}$ mile N. of the station. At 4.15 a. m. patrol discovered the vessel's predicament and burned a Coston signal. Life-savers in the launch Relief proceeded to the scene, got a line to her, and prevented her striking on the iron pier. After considerable difficulty the Marie was floated and secured to a mooring near the station.
Oct. 8	do.....	Yawl Eibus.....	Dragged her anchor while the life-savers were engaged on the Marie. As soon as they had secured the latter craft they went to the assistance of the yawl. A line was secured to it in time to prevent its striking the beach. It was towed to a safe mooring.
Oct. 8	do.....	Sip. Carlin.....	Parted mooring and drifted down on iron pier. Relief was anchored to windward and hawser was put on board by life-savers in rowboat. The sloop was towed to a safe berth and anchored.
Oct. 8	do.....	Gas. lch. Idle Hour..	Parted mooring and drifted down on iron pier. After the Carlin had been cared for, the life-savers in the Relief went to the assistance of the launch. It was towed into Dorchester Bay, where it was secured at a safe mooring.
Oct. 8	do.....	Sip. Tokalon, yawl Tangent, gas. lch. Boar.	Parted moorings and stranded $\frac{1}{2}$ mile N. of station. Life-savers in launch Relief hauled them off the beach and towed them to spare moorings near the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Oct. 8	City Point, Massachusetts.	Slp. Izeyl	Parted mooring and drifted into the public landing. It was in danger of pounding to pieces when the life-savers arrived. The launch Relief was anchored well off shore and a hawser was run to the sloop. It was towed to a spare mooring and safely secured.
Oct. 8	Chatham, Massachusetts..	Sc. S. H. Sawyer....	Anchored the night of the 7th, about 4 miles S. of the station. During the night the wind increased to a strong S. gale, accompanied by rain. There was a rough sea and the vessel dragged her anchors. She was leaking badly and soon filled. The master set a distress signal at 7.30 a. m., but the surf was so high that the life-savers were unable to launch the surfboat until 12.30 p. m. Two attempts were made before they got clear of the beach. The vessel's crew were taken off and cared for at the station. The next day the life-savers put the schooner's crew on board, cut the cables, and ran a hawser to the tug Orion. The schooner was towed to Vineyard Haven.
Oct. 8	Brenton Point, Rhode Island.	Sailboat, no name...	Keeper discovered a sailboat dragging its mooring and nearly on the beach. It was blowing a gale and the boat was full of water. Life-savers bailed it out and hauled it up to a place of safety.
Oct. 8	Quonochontaug, Rhode Island	Gas. lch. and small boats.	Two launches and several small boats were in danger of pounding to pieces in S. gale. Surfmen shifted them to safe berths.
Oct. 8	Harvey Cedars, New Jersey.	Gas. lch., no name...	Came ashore in strong wind. Its owner requested the assistance of the life-savers in getting it afloat. The boat was successfully floated.
Oct. 8	Hereford Inlet, New Jersey	Small boat, no name.	Capsized at the pier in a strong S. wind. It had contained a net, which was lost overboard. Life-savers proceeded to the scene in surfboat, secured the net and boat, and delivered them to the owner.
Oct. 8	Lewes, Delaware.....	Slp. Seneca.....	Stranded on the outer bar $\frac{1}{2}$ mile NNE. of the station. The lookout heard the occupants firing guns. Life-savers manned the surfboat and proceeded to the scene. At their request the occupants, consisting of 2 men and 1 woman, were brought ashore. The sloop was in no danger.
Oct. 8	Hog Island, Virginia.....	Slp. Jordan.....	Dragged anchor and stranded $\frac{1}{2}$ mile SW. of the station. Life-savers manned surfboat, boarded sloop, and carried out her anchor. At high water the sloop was hauled off and taken into a safe harbor. As there was a high wind and sea, the sloop would have been lost but for the assistance rendered.
Oct. 8	Harbor Beach, Michigan, Lake Huron.	Lighter, no name....	Parted moorings and stranded $\frac{1}{2}$ mile S. of the station. It was discovered by lookout. It was blowing a N. gale and there was a high sea. Life-savers proceeded to the scene in power lifeboat, assisted in floating lighter, and towed it out to a tug.
Oct. 8	do.....	Slps. (3), no names..	Dragged anchors and were driven ashore $\frac{1}{2}$ mile S. of the station. It was blowing a N. gale and there was a high sea. They were discovered by the patrol, who notified the station. The life-savers found the boats full of water and sand; they cleared them out and hauled them safely up on the beach.
Oct. 8	Sleeping Bear Point, Michigan, Lake Michigan.	Gas. lch. Beatrice...	Keeper was notified by telephone that the launch was ashore, 1 mile S. of the station. There was a high sea and wind, and the launch was pounding heavily in the surf. Life-savers proceeded to the scene and hauled the boat up on the shore. The next day they returned and assisted in launching the boat.
Oct. 8	Kewaunee, Wisconsin, Lake Michigan.	Sc. Bertha Barnes ..	Life-savers in surfboat went out to schooner's assistance. They hove in 100 fathoms of chain that had been paid out on each anchor, set sail, and assisted in getting vessel under way.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907			
Oct. 8	Yaquina Bay, California...	Skiff, no name.....	Was drifting out to sea when discovered and towed ashore by surfmen. It was hauled up out of reach of the tide to await claim of owner.
Oct. 9	Newburyport, Massachusetts.	Sc. Newell B. Hawes.	Light keeper notified the station by telephone that schooner was leaking badly and wanted assistance. Life-savers in surfboat proceeded to the scene, $1\frac{1}{2}$ miles NNW. of the station, shoveled overboard 75 tons of sand, and beached vessel at high tide. She was left in a position where her crew could caulk the seams at low water.
Oct. 9	City Point, Massachusetts.	Sips. Vera and Whirl.	Parted her moorings in a strong NW. wind and stranded $\frac{1}{2}$ mile from the station, where it was discovered by the lookout. Surfmen in the Relief went to her assistance, hauled her off the beach, and anchored her near the station. The Whirl had sunk in the gale Oct. 8; the life-savers hauled it up to a safe place on the beach.
Oct. 9	Point of Woods, New York	Scows (2), no names.	One scow sunk in the channel in the gale of Oct. 8, its mast just showing above water. Life-savers went to its assistance the next morning, the gale having abated. A line was secured to the mast and the scow towed ashore. When the tide fell, the life-savers caulked the seams and put the scow in good condition. On the 10th the surfmen assisted in getting another scow off the beach, which had gone ashore in the same blow.
Oct. 9	Hereford Inlet, New Jersey	Gas. lch. Israella....	Discovered by lookout, ashore 1 mile SSE. of the station. Life-savers went to her assistance in surfboat and aided in floating her. She got ashore a second time, so station crew carried out anchors and hauled her into deep water.
Oct. 9	Holly Beach and Hereford Inlet, New Jersey.	Gas. lch. Edith.....	Discovered by lookout, ashore on sand bar, $2\frac{1}{2}$ miles NE. of Holly Beach station. Station crew proceeded to the scene and carried out two anchors to prevent the launch from going farther up on the bar. These anchors would not hold, so, with the aid of the Hereford Inlet crew, large anchors were secured and planted, and the launch was hauled afloat.
Oct. 9	Fort Macon, North Carolina.	Catboat, no name...	Parted its mooring and stranded $\frac{1}{2}$ mile N. of the station. It was discovered by the lookout. Life-savers assisted the occupant in floating it.
Oct. 9	Marblehead, Ohio, Lake Erie.	Str. Lizzie Madden...	Stranded on S. shore of Kellys Island, $3\frac{1}{2}$ miles from the station. Word was sent to the keeper by telephone. Life-savers in power surfboat proceeded to the scene. The master was brought ashore and telephoned for a tug. Life-savers returned to the steamer, assisted in throwing part of the cargo of stone overboard, and ran lines to the tug. Tug was unable to float her, so more tugs were sent for. With their help the vessel was floated on the 11th.
Oct. 9	Charlevoix, Michigan, Lake Michigan.	Sc. Minnie Muller...	At 10.30 p. m. the schooner arrived in port in a leaky condition, having been in collision with another vessel. At the master's request, the life-savers assisted at the pumps during the night. The next morning they towed the vessel up into Round Lake, where the leaks were stopped with sawdust.
Oct. 9	Frankfort, Michigan, Lake Michigan.	Gas. lch. Queen.....	Got a fish net afloat of the propeller and drifted into the breakers. Occupant made a distress signal and was discovered by lookout, who sounded the alarm. Life-savers hastened to the scene in surfboat, threw a line to the launch, and towed it with its 3 occupants from a perilous position.
Oct. 9	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name...	Went adrift and was picked up by life-savers. It was delivered to its owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Oct. 9	Plum Island, Wisconsin, Lake Michigan.	Sc. Challenge.....	Set a distress signal, which was discovered by the lookout. Keeper launched the surfboat and went to her assistance. She was at anchor under Plum Island and was leaking badly. Life-savers got up the anchor, set sail, took her into Detroit Harbor, and anchored her in a good berth. They stopped the leak and assisted in pumping the vessel out.
Oct. 10	Fishers Island, New York.	Sc. Nile.....	Had a collision with another schooner, lost her jibboom, and her anchor, with 60 fathoms of chain, had gone overboard. She was discovered by the lookout, 4 miles SE. of the station. Surfmen proceeded to the scene in power lifeboat. They assisted in getting up the anchor and making sail. The schooner proceeded on her way.
Oct. 10	Long Beach, New York...	Catboat Ethel.....	Discovered by lookout, ashore $3\frac{1}{2}$ miles W. of the station. Life-savers went to its aid, carried out anchor into deep water, and at high tide hauled the boat afloat.
Oct. 10	Brazos, Texas.....	Sc. Jeff. N. Miller and slp. Martha.	These 2 vessels were sighted by the keeper at daylight. There was a heavy sea on, and they wished to cross in over the bar. Life-savers went out in surfboat and piloted them in on the station ranges.
Oct. 10	Milwaukee, Wisconsin, Lake Michigan.	Skiffs (2), no names..	Discovered by life-savers adrift in the river. Picked up and secured at station.
Oct. 11	Salisbury Beach, Massachusetts.	Gas. lch., no name..	Broke down $1\frac{1}{2}$ miles S. of the station. It was discovered by the lookout. The 2 occupants anchored the launch dangerously near the surf, and came ashore in their dory. There was a choppy sea and the launch was dragging ashore. The life-savers went out in the surfboat and towed it to a safe anchorage.
Oct. 12	Sandy Point, Rhode Island.	Slp. Annie.....	Stranded $\frac{1}{2}$ mile NW. of the station. Life-savers went out in surfboat, carried out launch's anchor, and floated her at 8.35 p. m.
Oct. 12	Blue Point, New York...	Rowboat, no name..	Life-savers found a rowboat and a barrel of oil that had gone adrift in gale of Oct. 8. They were delivered to the owner.
Oct. 12	Atlantic City, New Jersey.	Slp. Naiad.....	Stranded $\frac{3}{4}$ mile NE. of the station and was discovered by the lookout. Life-savers went to its assistance and carried out an anchor. All efforts to float the sloop were unsuccessful. The owner was taken ashore. At high tide the life-savers made a further attempt, but the surf was so high that nothing could be done. The yacht broke up the next day.
Oct. 12	Townsend Inlet, New Jersey.	Fish boat, no name..	Capsized in the breakers $\frac{1}{2}$ mile S. of the station. This was discovered by the lookout, who gave the alarm. The life-savers manned the dory and hastened to the rescue of the fisherman. He would have perished but for the prompt action of the surfmen. The fish boat was towed up the inlet.
Oct. 12	Hereford Inlet, New Jersey.	Rowboat, no name..	Had dragged its anchor when discovered by life-savers. It was hauled up on the beach and delivered to the owner the next day.
Oct. 12	Nome, Alaska.....	Small boat, no name	Two men in this boat were trying to row ashore, but owing to the strong N. wind, were making no progress. Life-savers in power launch towed them ashore.
Oct. 12	do.....	Str. Sawtooth.....	Discovered by patrol at 8.30 p. m. Broke her tail shaft and blew distress signals. Life-savers went to her in power launch. The Sawtooth was alongside of the steamer President, the latter vessel wished to sail. Life-savers went ashore and sent tug out to disabled steamer.
Oct. 13	City Point, Massachusetts.	Gas. lch., no name..	Engine was disabled. Life-savers in power launch, towed boat to its landing.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Oct. 13	Point of Woods, New York.	Slp. Sarah Eldert...	The sloop had grounded Oct. 11, $\frac{1}{2}$ mile NW. of the station. Life-savers offered assistance at the time, but it was declined. On the 13th the sloop had not got away, so the life-savers went out in surfboat, carried out anchors over the bow and stern, and worked on her for three hours. They hove the sloop back and forth until clear of the shoal.
Oct. 13	Buffalo, New York, Lake Erie.	Gas. lch., no name..	At 5.30 p. m. a launch broke down $\frac{1}{2}$ mile N. of the station. Life-savers launched the power surfboat and went to the scene. It was towed to its moorings near Ferry street.
Oct. 14	Brant Rock, Massachusetts.	Small boat, no name.	Patrolman hauled up and secured a small boat that was lying in a dangerous position.
Oct. 14	San Luis, Texas.....	Slp. Mispaw.....	Owner came to the station at 5.20 p. m., stating that his sloop was capsized 8 $\frac{1}{2}$ miles NE. of station. On the morning of the 15th the life-savers proceeded to the scene with supply boat and surfboat. The sloop was righted, but owing to bad leaks it could not be bailed out. It was taken into shoal water and well secured. On Oct. 16 the weather was too threatening to render any assistance. On the 17th the leaks were closed, the boat bailed out, and the surfmen brought it to an anchorage near the station. On the 20th, after having been cared for at the station since the 14th, the owner departed in his own boat.
Oct. 14	Erie, Pennsylvania, Lake Erie.	Scow, no name.....	Master of tug came to the station to ask for assistance in running line to a scow that had drifted ashore. Life-savers, in surfboat, rendered the desired aid.
Oct. 15	Sandy Hook, New Jersey.	Sc. Carrie C. Miles...	Stranded 3 miles NE. of the station. Life-savers proceeded to the scene in surfboat, a tug was called by telephone. The surfmen assisted at the pumps, but could not keep vessel clear of water. Contrary to the advice of the surfmen, the master refused the aid of the wrecking steamers. At 5 a. m. the next morning the vessel fell over on her beam ends and all hands abandoned her. Her crew were given breakfast at the station and clothes were issued to them from the W. N. R. A. supplies. The vessel was a total loss.
Oct. 15	Nome, Alaska.....	Gas. lch., Louise....	Stranded on the bar at the mouth of Snake River. Life-savers took her line and hauled her safely into the river.
Oct. 15	do.....	Dories (4), no names.	Life-savers picked up 4 dories which had drifted 2 miles out to sea.
Oct. 16	Gurnet, Massachusetts...	Gas. lch., no name..	Engine broke down, and as owner had to return to Boston, he left the launch in care of the keeper. It was secured at the station mooring.
Oct. 16	Two Mile Beach and Cold Spring, New Jersey.	Dredge, Pittsburg...	Stranded on the north bar while towing out of Cold Spring Inlet, 2 $\frac{1}{2}$ miles E. of Cold Spring station. Life-savers of both stations proceeded to the scene in surfboats, but found that they would have to wait until next high tide. They returned the next day at 2.15 a. m. With the aid of the tug Asa W. Hughes the dredge was floated at 3.15 p. m. The crews left the dredge when it was taken in tow by the tug Paul Jones, bound for New York.
Oct. 16	Two Mile Beach and Cold Spring, New Jersey.	Gas. lch. Florence...	Stranded on north bar while going out to the dredge Pittsburg. She got a line in her wheel while working off. Life-savers ran a line from the launch to the tug Sadie, and it was towed into the inlet.
Oct. 16	Grand Marais, Michigan, Lake Superior.	Gas. lch., no name...	While returning from fishing grounds, engine became disabled and launch was secured to end of harbor pier. One of the 3 occupants came to the station and asked for assistance. Life-savers proceeded to the scene in surfboat and towed the launch to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Oct. 16	Duluth, Minnesota, Lake Superior.	Gas. lch. Anna T....	Engine became disabled and the launch went adrift $\frac{1}{2}$ mile SW. of the station. It was discovered by the lookout. Surfmen proceeded to the scene in launch and towed the disabled boat to the dock.
Oct. 16	South Chicago, Illinois, Lake Michigan.	Gas. lch. D. W. Wells.	Machinery became disabled 1 mile NE. of station and launch was in danger of drifting on breakwater. It was blowing fresh and there was a moderate sea. It was discovered by the life-savers while out drilling in the surfboat. They towed it to the station where repairs were made.
Oct. 17	Pea Island, North Carolina.	Yawl, no name.....	Found by the patrol, it was hauled up on the beach to await claimant.
Oct. 18	Cuttyhunk, Massachusetts.	Gas. lch. Atlantic....	Parted its wheel rope and stranded on the shore of Cuttyhunk Island, 1 mile WNW. of the station. Keeper was notified of the accident by telephone. Life-savers proceeded to the scene in dory. The master of the launch tried to haul it up on the beach, contrary to the advice of the keeper. This project was finally given up. Life-savers then carried out an anchor, placed a tackle on the cable and hauled it taut, but as it was low tide, they returned to the station. At 2 a. m. work was continued and with the rising tide the boat was floated.
Oct. 19	Muskeget, Massachusetts..	Dory, no name.....	Discovered by lookout, 3 miles ENE. of station. Its occupant was acting very peculiarly. The keeper went out in power dory and found the man to be badly under the influence of liquor. He was taken in tow to Muskeget Island, which proved to be his destination.
Oct. 19	White River, Michigan, Lake Michigan.	Sc. J. W. Wright....	Surfmen took her lines and towed her up the piers to a safe berth.
Oct. 20	Indian River Inlet, Florida.	Gas. lch., no name...	Engine became disabled, launch stranded on bar and the strong current carried it into the breakers. The occupants swam ashore and notified the keeper. With their assistance the keeper hauled the boat out on rollers and skids, took it across the spit, and launched it in the cove.
Oct. 21	Sullivan's Island, South Carolina.	Catboat, no name...	Was carrying too much sail for rough sea and fresh wind. Capsized 1 mile E. of the station. Life-savers hastened to the scene and took the 2 fishermen into the surfboat. Owing to the rough sea, the catboat could not be taken in tow so it was left at anchor.
Oct. 22	Gurnet, Massachusetts....	Gas. lch. C. L. Wilson.	Lookout discovered this boat with a distress signal flying 3 miles N. of the station. Keeper telephoned for a tug and the life-savers proceeded to the scene. There was a strong SW. wind and a moderate surf, so the life-savers stayed by the launch until the arrival of the tug.
Oct. 22	Gay Head, Massachusetts.	Sc. Mary and Bell...	Was discovered by the lookout ashore 4 miles E. of the station. Life-savers in surfboat went to her assistance. They assisted in landing deck load, hauling her afloat, and sailing her into the harbor.
Oct. 23	Point Allerton, Massachusetts.	Sc. Varuna.....	Stranded on the bar $\frac{1}{2}$ mile NE. of the station. It was discovered by the lookout at 7 p. m. Life-savers went out in the surfboat, carried out anchor to prevent vessel's driving up on the beach, and at high water hove the schooner afloat.
Oct. 23	Santa Rosa, Florida.....	Gas. lch. Privateer..	Engine became disabled 4 miles N. of the station. The launch had 9 occupants. They made a distress signal which was discovered by the lookout. Life-savers went out in surfboat and towed the launch to the station.
Oct. 24	Assateague Beach, Virginia	Gas. lch. Annie Godfrey.	Stranded $2\frac{1}{2}$ miles S. of the station. Keeper was notified by one of launch's crew; the location of the accident was not visible from the station. Life-savers proceeded to the scene in the surfboat. They carried out an anchor, manned the pump, and hove the launch into deep water. Sail was set and the keeper piloted the launch into the harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Oct. 24	Charlevoix, Michigan, Lake Michigan.	Hooker Beaver Queen.	Discovered by lookout flying her flag at half-mast, at anchor 2½ miles N. of the station. Life-savers proceeded to the scene and found that she had lost her center-board. They returned to port and sent a steamer out to tow the hooker in.
Oct. 24	Frankfort, Michigan, Lake Michigan.	Rowboat, no name..	Lookout discovered a party, consisting of man, woman, and boy, coming across Lake Betsie. It was blowing fresh and their boat was making bad weather of it. Life-savers went out and took the man and woman into the station skiff, the boy returning ashore. The rowboat would have swamped but for the prompt aid of the surfmen.
Oct. 24	White River, Michigan, Lake Michigan.	Sc. Bell.....	Came into port for shelter. The station crew took her lines and helped moor her at the wharf.
Oct. 25	Fire Island New York..	Scow, no name.....	Surfmen picked up a scow, drifting in the channel. It was made fast and reported to the maritime exchange.
Oct. 25	Muskegon, Michigan, Lake Michigan.	Gas. lch. Hanna T...	Engine broke down and launch stranded 1½ miles S. of the station. Life-savers proceeded to the scene in surfboat, assisted in getting launch on the ways and making repairs. They then launched the boat and towed it into the harbor.
Oct. 26	Newburyport, Massachusetts.	Rowboat, no name..	The occupant had been out gunning for sea fowl and was trying to make the shore. The wind had so freshened that he was unable to make headway and was drifting out to sea. Life-savers went out in surfboat and towed him ashore.
Oct. 26	Cape May, New Jersey....	Sc. Eugie Willis.....	Tried to beat into Delaware Bay against a strong NW. wind. When 3½ miles NW. of the station, she carried away a chain plate, lost a boat, and damaged her sails. She put before the wind and signaled for assistance. She afterwards came to anchor. Life-savers went out in surfboat and brought two of the crew ashore. After they had secured the materials necessary for repairs, the life-savers placed them on board.
Oct. 26	Metomkin Inlet, Virginia..	Str. Esther.....	While towing 3 barges, loaded with oysters, the steamer broke her shaft. She blew a distress signal and was immediately boarded by the life-savers. They secured the tug and barges and telephoned the owner for further assistance.
Oct. 26	Core Bank, North Carolina.	Yawl Hyperion.....	Ran aground 6 miles SW. of station. Owing to low tides, life-savers were unable to float her until Oct. 28. Keeper piloted her through channel.
Oct. 26	Santa Rosa, Florida.....	Gas. lch. Water Boy.	Engine broke down when launch was 5 miles NE. of the station. It was discovered by the lookout. Life-savers proceeded to the scene in the power surfboat. With the aid of another launch, the disabled boat was towed to a safe anchorage.
Oct. 26	Louisville, Kentucky.....	Shanty boat, no name.	In danger above the falls. It was discovered by the lookout. Life-savers went to its assistance and towed it out of danger.
Oct. 26	Pentwater, Michigan, Lake Michigan.	Sc. Mary E. Cook..	While trying to enter the harbor the schooner stranded ¼ mile S. of the station. Life-savers manned the surfboat and went aboard. They ran a line ashore, helped at the pumps, and with the aid of her sails worked the schooner off the bar.
Oct. 27	White Head, Maine.....	Br. sc. Harry Morris.	Struck on sunken ledge, 6 miles ENE. of station. It was blowing fresh and there was a moderate sea. Vessel floated off but was leaking badly, so she was beached N. of Spruce Head. The locality could not be seen by the patrol, but the wreck was reported to the keeper by telephone. Life-savers proceeded to the scene in surfboat and assisted at pumps. The next morning the life-savers partly closed the leaks and at high tide the vessel floated off. She proceeded to Boston.
Oct. 27	Salisbury Beach, Massachusetts.	Dory, no name.....	A man in a dory. Unable to land through the surf. Life-savers went out and brought him in.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Oct. 27	Gloucester, Massachusetts.	Gas. lch., no name..	Station was notified by telephone that a launch was on the rocks. Life-savers proceeded to the scene in surfboat, towed the launch into Harbor Cove, and hauled it up on the beach.
Oct. 27	City Point, Massachusetts.	do.....	Engine became disabled and launch was moored at wharf at Long Island, 3 miles E. of station. Surfmen in Relief went to its aid and towed it to yacht club.
Oct. 27	Pointe aux Barques, Michigan, Lake Huron.	Str. Margretta.....	Was discovered in flames by patrol. It was moored under lee of the outer pier, 7 miles NW. of the station. There was a high sea and the wind was blowing a gale from N. accompanied by rain. Keeper hitched two teams to the boat wagon and started for the scene. The roads were deep in mud and the 9 miles were heavy hauling. The life-savers arrived at the scene at 3 a. m. The tug had parted its lines and had drifted near the shore. The life-savers boarded the tug and brought ashore the charred remains of the master.
Oct. 28	Gloucester, Massachusetts.	Dory, no name.....	Patrol found a dory in the surf and hauled it up above high-water mark.
Oct. 28	Santa Rosa, Florida.....	Skiff, no name.....	At 3.40 a. m., the patrol found a skiff on the beach. It was brought to the station to await claim of owner.
Oct. 28	Velasco, Texas.....	Slp., no name.....	Discovered by lookout, ashore 2½ miles W. of station. Sloop had a flag flying in rigging. Life-savers proceeded to the scene, floated the sloop, and took it to a safe anchorage.
Oct. 28	Nome, Alaska.....	Br. gas. lch. Anglo-Saxon.	Struck a ledge of rock and sunk ¼ mile off shore and 42 miles W. of the station. It was discovered by the mail carrier, who telephoned to the station. Keeper started for the wreck with the surfboat in tow of the tug Sawtooth. When opposite Sinrock, 30 miles W. of the station, they were signaled to come ashore. There they found that the two occupants had been brought ashore by a party from Sinrock. One of them was badly frozen, so the life-savers afforded him all the relief possible. Keeper secured dry clothing for the sufferers from the missionary at Sinrock. The 2 men were taken to Nome, one was placed in the hospital and the other was cared for at the station.
Oct. 29	Cranberry Islands, Maine..	Br. sc. Mayflower...	Stranded at 8 p. m., 4 miles W. of the station. Blowing strong from NW. The keeper was notified by telephone. The sea was so rough that the life-savers proceeded overland to a point near the schooner. A launch was hired and they went on board. An anchor was carried out and at high water the next day the vessel was floated.
Oct. 29	Hog Island, Virginia.....	Sc. Ella Strickland..	Stranded in gale 1 mile SE. of station. Discovered by lookout. Life-savers proceeded to the scene, carried out an anchor, handled sails, and succeeded in floating vessel.
Oct. 30	Cranberry Islands, Maine..	Sc. Theresa Wolf....	Anchored 4½ miles WNW. of station. It was blowing strong from the NW. She dragged close to the shore and set a distress signal. Surfmen went on board, assisted in getting up anchor and in working vessel offshore.
Oct. 30	City Point, Massachusetts.	Gas. lch. Berita.....	Parted its mooring during the night and stranded on Thompsons Island, ¾ mile SE. of station. It was discovered by the keeper. Life-savers proceeded to the scene in launch and towed the Berita to the station. It had suffered no damage.
Oct. 30	Nauset, Massachusetts....	Sc. Chester R. Lawrence.	Discovered by the keeper at 5.45 a. m., anchored 3 miles S. of the station with flag flying in the main rigging. The wind was fresh, and there was a high surf on the beach. Life-savers launched the surfboat and boarded the schooner. Her main boom was broken and some of her sails had been blown away. She was loaded with lime and was leaking. Life-savers spliced

Services of crews—Continued.

Date.	Station and locality	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Oct. 30	Nauset, Massachusetts....	Sc. Chester R. Lawrence.	the main boom, set mainsail and jib, hove up anchors, and stood to the S. A signal for a towboat was hoisted. Off the Pollock Rip light-ship the light-house tender Azalea put a hawser on board and towed the schooner to Hyannis. Life-savers returned to their station by train, the surfboat arriving by freight the next day.
Oct. 30	Niagara, New York, Lake Ontario.	Gas. lch. Jumbo.....	Discovered at 8 p. m. by lookout, $\frac{1}{2}$ mile SE. of the station. Its engine had broken down. The State fish commissioner was on board; he had been out destroying nets which were illegally placed. The life-savers went out in surfboat and towed the launch to the station.
Oct. 30	Plum Island, Wisconsin, Lake Michigan.	Sc. George W. Westcott.	Passed the station flying a flag. Surfmen boarded her and found that the master wished to be piloted into Detroit Harbor. The desired service was rendered.
Oct. 31	Monomoy Point, Massachusetts.	Str. Charles F. Mayer.	Was discovered by lookout at 8.20 p. m. Its barges had fouled a schooner and, in trying to get clear, the steamer had stranded 1 mile SSW. of the station. Surfmen proceeded to the scene in power lifeboat. They ran a line to one of the barges to prevent the steamer's going farther on the shoal. She was unable to work off under her own power, so the keeper went ashore and telephoned for tugs. The tugs arrived the next day and the life-savers went off and ran lines for them. The vessel was floated at 7.30 p. m., Nov. 1.
Nov. 1	Monomoy Point, Massachusetts.	Nor. str. Garibaldi..	Stranded on Shovelful Shoals, 1 mile S. of station, at 10.20 p. m. Life-savers boarded her in power lifeboat and keeper advised that tugs be sent for. Accordingly he returned to the station and telephoned to her agents for assistance. Three tugs were sent and floated her on the 2d.
Nov. 1	Aransas, Texas.....	Gas. lch. El Berrendo.	Stranded on Mustang Island, 600 yards N. of station, at 7 p. m. Lookout saw her strike and life-savers went to her assistance in surfboat, ran out an anchor, and hove her afloat.
Nov. 2	Cape May, New Jersey....	Nph. lch. North Star	Anchored abreast the station in a SE. storm; life-savers went out in surfboat and found that her machinery was disabled; got her anchors and towed her through a rough sea across the shoals and to a smooth anchorage in Delaware Bay.
Nov. 2	Aransas, Texas.....	Gas lch. Nereid.....	Air tank burst, blowing a hole in her bottom, and she sank about 600 yards N. of station. Life-savers went immediately to her assistance in surfboat, stuffed blankets in the hole, and bailed her out. She floated and was towed into the harbor.
Nov. 2	Buffalo, New York, Lake Erie.	Str. Myrtie.....	Stranded on Horse Shoe Reef, $1\frac{1}{2}$ miles NW. of station. Life-savers went out in power surfboat and took off her crew of 3 and put them aboard another tug; returned to station and got the Beebe surfboat, went back and ran lines to tugs. Three of them were unable to release her. Later in the day another effort was made, but it also was unsuccessful. On the 4th station crew took the manager of the tug out in the surfboat to look over the wreck. Because of a long spell of bad weather she became a total loss. (See letter of acknowledgment, p. 259.)
Nov. 2	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Adrift in harbor, engine disabled. Surfman, with power launch, towed her to Sixth avenue slip.
Nov 2	do.....	Gas. lch., no name..	Drifting down the harbor with engine disabled. Surfman towed her to the boat club with power launch.
Nov 2	do.....	Gas. lch. Margaret L.	Broke down 1 mile S. of station. Surfman, in power launch, towed her in to Lake avenue slip.
Nov 2	Nome, Alaska.....	Dory, no name.....	Station crew assisted 2 men, who were coming ashore in a small dory, through the heavy slush ice.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Nov. 3	Quoddy Head, Maine.....	Sc. Charles H. Sprague.	Came into Quoddy Bay leaking, anchored 5 miles SE. of station, and set distress signals. Seen by station lookout and life-savers went on board in surfboat, hove up anchor, set sail, and took her to Lubec, where she could be docked for repairs.
Nov. 3	Hunniwells Beach, Maine.	Gas. lch., no name..	Sunk at her moorings, 1 mile N. of station; no one on board. Life-savers went to the wreck in surfboat, raised her, and took her to a place of safety. Damage slight.
Nov. 3	City Point, Massachusetts.	Knockabout Vim...	Parted her moorings in a fresh SE. breeze during the night and stranded $\frac{1}{2}$ mile NW. of station. Discovered at daylight and station crew, in power launch, pulled her afloat and towed her to the Boston Yacht Club.
Nov. 3	do.....	Slp. Natalie.....	Dragged anchor and stranded $\frac{1}{2}$ mile NW. of station during the night. After floating the Vim, power launch pulled her afloat and towed her across the bay to Borden's shipyard.
Nov. 3	do.....	Knockabout Owassa.	Broke her gaff and became unmanageable 1 mile E. of station. Anchored, and owner rowed to station in tender for assistance. Power launch towed her to a mooring off the South Boston Yacht Club.
Nov. 3	Cape Lookout, North Carolina.	Sc. Wm. H. Davidson.	Anchored in Lookout Bight, 1 mile N. of station, went aground while swinging to her anchor. Station crew boarded her in surfboat, ran out a kedge, and on the rising tide hove her afloat.
Nov. 3	Fort Lauderdale, Florida..	Gas. fish boat, no name.	Engine became disabled, drifted out and stranded on the bar. Keeper went to her in small boat and after an hour's work got her clear and brought her in to the dock.
Nov. 4	Wood End and Race Point, Massachusetts.	Sc. Ellen C. Burke..	Stranded $1\frac{1}{2}$ miles W. of Race Point station; seen by lookout, and station crew with beach gear fired a line over her, but 11 of the crew had already taken to her boats and they landed at Wood End station, where they were given shelter for the night and breakfast. The remaining 9 decided to remain on board. Keeper telephoned for a tug, which arrived on the 5th and pulled her afloat.
Nov. 4	Fort Lauderdale, Florida..	Gas. yt. Stroller....	Stranded on the bar. Keeper went to her assistance in small boat and helped her into the channel.
Nov. 4	White River, Michigan, Lake Michigan.	Sc. Bell.....	Came in for a harbor. Surfmen took her lines and assisted to make her secure.
Nov. 5	Fletchers Neck, Maine.....	Yawl, no name.....	Station watch sighted this boat coming in from offshore and life-savers went out in small boat and towed it in to station; gave the 4 occupants dry clothing from the W. N. R. A. supply, supper, shelter for the night, and breakfast. They had come from the schooner Susan Stetson, which sprung a leak and sank 50 miles S. of station.
Nov. 5	Point Allerton, Massachusetts.	Sc. Raymah.....	Missed stays and stranded on Georges Island, 2 miles NW. of station. Life-savers went to her assistance in surfboat and ran out an anchor to hold her off, then took her master ashore to telephone for a tug and, later, put him aboard a passing vessel bound for Boston; returned to station and stood by for signal. Two tugs floated the vessel at midnight.
Nov. 5 Nov. 6 Nov. 7	Tawas, Michigan, Lake Huron.	Str. Raleigh.....	Stranded 9 miles NE. of station at 10 p. m. of 4th, and, trying to work off, got hawser of her tow in the wheel. Discovered by station lookout at daylight and life-savers went at once to the scene in surfboat; took master to Au Sable to wire for wrecking tug and diver; returned to steamer, took soundings, and made an unsuccessful attempt to cut line out of wheel. On the 6th they threw overboard about 10 tons of cargo and shifted another 10 tons forward. While engaged in this work, wrecking tug arrived and pulled her afloat; towed her into Tawas Harbor. On the 7th, surfmen assisted diver to cut line out of steamer's wheel.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Nov. 5	White River, Michigan, Lake Michigan.	Str. Carrie A. Ryerson.	Broke her shaft 16 miles N. of station; master came ashore in dory and telephoned keeper for assistance, also to come and put him back aboard his vessel, as he could not get back in the dory. The tug Gladys was procured and life-savers in surfboat got the master and put him on board, assisted to heave up her anchor and run towline to the Gladys.
Nov. 5	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Mary M....	Drifted up against the breakwater $\frac{1}{2}$ mile S. of station, engine out of order. Surfmen in small boat towed her inside and to the dock.
Nov. 5	Cape Disappointment, Washington.	Gas. lch., no name..	Ran into some fish piles about 600 yards N. of station in a dense fog and capsized; 3 school children passengers. Hearing shouts for help, life-savers hurried to the scene in surfboat, rescued the 4 from the water, and landed them at the station. Later went out and towed the capsized boat ashore and bailed her out.
Nov. 6	Hampton Beach, New Hampshire.	Fish boats (4), no names.	In danger from the high tide and surf, were hauled up to a safe place by station crew.
Nov. 6	City Point, Massachusetts.	Gas. lch. Marie.....	Parted her moorings in an easterly gale and collided with the sloop yacht Vandal, $\frac{1}{2}$ mile NW. of station. Responding to a Coston signal from South Boston Yacht Club, life-savers went to the scene in steam launch and towed her out clear to a safe mooring.
Nov. 6	do.....	Slp. yt. Vandal.....	Parted her moorings in an easterly gale and drifted broadside against a stone wall, $\frac{1}{2}$ mile NW. of station where she was pounding to pieces. After securing the launch Marie, life-savers hauled the Vandal clear of the wall, and towed her out to a safe mooring.
Nov. 6	Saluria, Texas.....	Slp. Rosalie.....	Fresh water exhausted and unable to get anywhere to replenish it on account of bad weather. Furnished supply from station cistern.
Nov. 6	Sturgeon Point, Michigan, Lake Huron.	Fish boat, no name..	Heavy sea parted her moorings and she stranded $\frac{1}{2}$ mile S. of station. Life-savers pulled her out on the beach clear of the sea.
Nov. 7	White Head, Maine.....	Sc. E Pluribus Unum.	Anchored in Seal Harbor, dragged her anchors at 1 a. m. in SE. gale and drifted against an old wharf, 1 mile NNW. of station. Crew (2 men) jumped ashore, vessel filled and began to break up. Discovered by patrol at daybreak and life-savers went to the wreck in surfboat, saved sails, rigging, anchors, and chains; reported disaster to owners and transported her crew to mainland.
Nov. 7	Sallsbury Beach, Massachusetts.	Dories (5), no names.	Several dories breaking up in the surf; station crew saved 5 by hauling them out clear of the sea.
Nov. 7	City Point, Massachusetts.	Slp. yt. Hypatia....	Parted her moorings and stranded $\frac{1}{2}$ mile NNE. of station during the night. Discovered at daylight and life-savers in steam launch pulled her afloat, towed her around into Dorchester Bay, and moored her safely.
Nov. 7	Brenton Point, Rhode Island.	Rowboat, no name..	Gale of wind and heavy sea; surfmen hauled the boat up on the beach and saved it from destruction.
Nov. 7	Sandy Point, Rhode Island.	Dories (3) and skiff, no names; Larchmont lifeboat No. 1.	In SW. gale and high sea, station crew saved 3 dories, 1 skiff, and 3 seines, by hauling them out of the surf during the night; also secured the Larchmont lifeboat that went adrift.
Nov. 7	Spermaceti Cove, New Jersey.	Gas. yt. Tigress.....	Stranded on Shrewsbury River bar, 1 mile WSW. of station. Finally worked off the bar and anchored in a bad place in the bay; commenced to drag ashore. Life-savers went aboard in surfboat and remained the entire afternoon helping her crew, wind blowing a gale and too rough to shift anchorage. When tide fell she was left

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Nov. 7	Spermaceti Cove, New Jersey.	Gas. yt. Tlgress.....	stranded, but in no danger from the sea. Station crew went back to her at high water of the 8th, but, as it was smooth, she floated off without assistance.
Nov. 7	Assateague Beach, Virginia.	Str. Wicomico.....	Parted her anchor chains at 4 a. m. in a gale of wind and stranded 1 mile SSE. of station; filled and sank, her crew of 28 taking refuge on the bridge. Discovered by lookout at daybreak and life-savers, after hard pull against wind and sea in surfboat, reached the wreck. Being unable to take all the crew in surfboat, one of the steamer's seine boats was launched and put in charge of 2 of the surfmen; 18 men were landed in the seine boat and 10 in surfboat. On the 9th, 4 of her officers were taken on board in surfboat to recover personal property. She was abandoned on the 15th and became a total loss. (See letter of acknowledgment, p. 257.)
Nov. 7	Ashtabula, Ohio, Lake Erie.	Sc. F. A. Georger ...	Discovered by lookout at daybreak dragging anchors and in a dangerous position to windward of the E. breakwater, 1 mile NNE. from station; NW. gale, heavy sea. The lifeboat was loaded on the launching carriage and, with the beach apparatus, hauled abreast the vessel. Life-savers pulled out alongside, took her crew of 7 and master's wife in the boat, and landed them 1 mile E. of the harbor, agreeing to put the crew back on board when the weather moderated. At 3.15 a. m. of the 9th keeper took schooner's crew out in surfboat to where she was left when abandoned, but she was not there. Learned afterward that a towboat had gone out and, finding nobody on board, had towed her into the harbor with the intention of holding her on a claim for salvage.
Nov. 8	City Point, Massachusetts.	Gas. lch., no name..	Adrift near the station; picked up by surfmen and held for owner.
Nov. 8	Blue Point, New York....	Catboat and rowboat, no names.	Anchored $\frac{1}{2}$ mile NW. of station with rowboat trailing astern, no one on board; capsized during the night and rowboat went adrift. Surfmen, with small boat, towed her into shoal water, righted and bailed her out. The rowboat was later found and secured by a surfman from Bellport station.
Nov. 8	Jones Beach, New York..	Gas. lch., no name..	Anchored close to the outer bar, $\frac{1}{2}$ mile S. of station. Life-savers went out in surfboat to investigate; found her fuel supply was exhausted; brought her crew of 2 ashore and put them up at the station for the night. In the morning sent to the mainland for gasoline, and after dinner sent her crew on board; they proceeded to their destination.
Nov. 8	Baileys Harbor, Wisconsin, Lake Michigan.	Gas. lch. Alena.....	Ran out of gasoline and anchored on the entrance to the harbor, 3 miles S. of station. Life-savers went out in surfboat, hove up her anchor, and towed her in to the dock.
Nov. 9	Wood End, Massachusetts.	Gas. lch., no name..	Tank burst and gasoline caught fire when $1\frac{1}{2}$ miles NW. of station at 3.30 a. m. Flames seen by station lookout, and life-savers went out in surfboat, but could not locate her, flames having died out. They then landed on the beach, and patrol informed keeper she had come ashore and was still burning. Surfmen went to her and put out the fire. Her crew of 2 had got ashore and went to the station, where they were supplied with dry clothing from the W. N. R. A. supply.
Nov. 9	Coskata, Massachusetts...	Gas. lch. Gypsy Maid	Stranded 3 miles SE. of station. Life-savers went to her in surfboat and assisted to heave her afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Nov. 9	Core Bank, North Carolina.	Small boat, no name.	At request of a fisherman, surfmen, with the assistance of a horse, hauled his boat across the beach for him.
Nov. 9	Cape Lookout, North Carolina.	Sc. Thomas F. Austin.	Supply of kerosene gave out; furnished by keeper with enough to last until next port was reached.
Nov. 9 Nov. 10 Nov. 11 Nov. 12	Portage, Michigan, Lake Superior.	Str. Louisiana.....	At 7.30 p. m. station watch reported that a steamer had run on the breakwater $\frac{1}{2}$ mile NW. of station. After pounding some time, she worked herself off and entered the canal, but had several holes in her planking and 9 feet of water in her hold. Life-savers went to her in surfboat and conveyed master ashore to wire for a wrecking outfit; took him in again on the 10th for the same purpose. From the morning of the 11th until noon of the 12th station crew worked placing pumps and assisting the diver. By noon of the 12th the pumps had her under control, and on the 13th she was floated and left for her destination.
Nov. 10	Race Point, Massachusetts.	Gas. lch., no name..	Came ashore near station under sail, machinery not working. Station crew hauled her up on the beach and gave her crew of 2 persons dry socks and supper. Launched her for them on the 12th.
Nov. 1	Monomoy Point, Massachusetts.	Br. bkn. Emma R. Smith.	Stranded on Bearse Shoal, $\frac{1}{2}$ miles E. of station. Life-savers went to her in power lifeboat and ran a tow line to a tug that happened along. She was floated and towed across the shoals.
Nov. 10	Forked River and Barnegat, New Jersey.	Gas. lch. Spray.....	Attempted to come into the Inlet across the shoals and stranded $\frac{1}{2}$ miles NE. of Barnegat station and 300 yards offshore. Crews from both stations went to her assistance and succeeded in working her in over the shoals to a safe harbor without any damage.
Nov. 10	Jackson Park, Illinois, Lake Michigan.	Sail yt. Tucora.....	Pounding against casino pier, the one man on board stiff with cold and unable to do anything. Station crew towed her along the pier and into the harbor. The man was taken to the station, given stimulants, warm food, and dry clothing from the W. N. R. A. supply.
Nov. 10	Two Rivers, Wisconsin, Lake Michigan.	Sc. Three Sisters....	Beached at the end of the outer harbor pier; station crew got a line aboard and warped her into the harbor.
Nov. 10	Point Adams, Oregon.....	Sc. bge. Washtuena.	Dragged anchor and drifted against the jetty $\frac{1}{2}$ mile NW. of station. Life-savers in surfboat planted a kedge and hauled her clear of the jetty, hove up her anchor, and ran a tow line to the tug Samson, which took her to Astoria.
Nov. 11 Nov. 12 Nov. 13	Point of Woods, New York	Sc. Emily Baxter...	Stranded 1 mile N. of station at 2 p. m. of the 11th. Life-savers went on board in surfboat and made an attempt to heave her afloat, but tide was falling and the effort was not successful. On the 12th took some provisions on board, as they were short, and made another unsuccessful effort to float her at high water. Sent dispatch for a lighter, which arrived on the 13th, and 10,000 bricks were transferred to the lighter. At high water life-savers, by planting her anchor and heaving on it and setting sails, floated her, and she proceeded to her destination.
Nov. 11	Sandy Hook, New York..	Slp. Golden Gate....	Stranded on the point of the Hook, $\frac{1}{2}$ mile NW. of station. Life-savers assisted to heave on an anchor that had been run out, and at 11.30 p. m. she was floated, undamaged.
Nov. 11	Gull Shoal, North Carolina.	Sc. Georgia A. Gaskins.	Ran on Gull Shoal Reef, 2 miles NW. of station. Life-savers went on board in small boat, ran out an anchor, and hove her afloat.
Nov. 11	Fort Lauderdale, Florida..	Sail boat, no name..	Out of fresh water; furnished a supply from station cistern.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Nov. 12	Fire Island, New York....	Small boat, no name.	Surfmen assisted the Western Union Telegraph operator to haul out his boat. (Station lookout discovered distress signals flying from a schooner at anchor 2 miles NW. of station. Life-savers went alongside in surfboat; master feared she would part her cables and drift to sea in the gale then prevailing, and wanted to be taken ashore. Took her crew of 2 and 3 women passengers to the station, gave them food and shelter until the 14th, when they were put back on board, weather having moderated. (See letter of acknowledgement, p. 257.)
Nov. 12 Nov. 14	Ocracoke, North Carolina..	Sc. South Lake.....	Picked up on the Bayside beach, brought to station and held for owner. Struck a piece of timber 200 yards SW. of station and disabled her rudder; drifting rapidly onto the beach. Life-savers went out in surfboat and towed her to her dock. Station crew assisted to tow her up the river into smooth water. Blowing fresh SW. and a heavy swell running. Stranded 4 miles SE. from station and 200 yards from shore. Keeper was informed by master of tug Mason, and life-savers went to the wreck in power lifeboat and surfboat. While carrying messages from steamer to tugs, engine of power boat failed to work and she went on the beach. The Peavey was floated by tugs about 10 p. m. The lifeboat had previously been floated by a tug.
Nov. 12	Santa Rosa, Florida..	Skiff, no name.....	
Nov. 12	Duluth, Minnesota, Lake Superior.	Gas. lch. Dispatch...	This steamer belonging to the Quartermaster's Department, U. S. A., was stranded on Wood Island bar. Life-savers went on board in small boat and assisted by running 2 hawsers to a tug boat that pulled her afloat undamaged. Station crew picked up a small skiff on the 14th, and turned it over to owner on the 17th.
Nov. 12	Kewaunee, Wisconsin, Lake Michigan.	Sc. Rosebud.....	
Nov. 13	Buffalo, New York, Lake Erie.	Str. Frank H. Peavey.	From Newport, in tow of a fish tug, sprung a leak off Brenton Reef; tug cast her off and started to send her ashore in tow of seine boat. Station crew went out in surfboat, brought her ashore, and hauled her out near the station.
Nov. 13	Kewaunee, Wisconsin, Lake Michigan.	Sc. Uno	Anchored dangerously near the E. end of Plum Island and dragging their anchors. Keeper telegraphed to revenue-cutter and wrecking company at New London.
Nov. 14	Jerrys Point, New Hampshire.	U. S. Str. Captain Reilly.	Flying distress signals 1 mile W. of station. Life-savers went on board in surfboat and found her machinery out of order. Brought the 3 men on board and their clothing ashore. The owner took an electrician on board and he got the engine running again.
Nov. 14	Monomoy, Massachusetts..	Skiff, no name.....	Parted tow line 1 mile E. of station and stranded, damaging rudder. Station crew went on board in surfboat and assisted to repair rudder. Finding the services of a diver necessary, masters of steamer and barge were brought ashore to engage one, and taken back on board. Later messages were taken out to them by surfmen in small boat. The rudder was repaired by the diver and the Baltic left port on the 16th.
Nov. 14	Brenton Point, Rhode Island.	Sail boat, no name...	Station crew assisted owner to haul out his small boat.
Nov. 14	Rocky Point, New York...	Bges. (2) names unknown.	Broke jibboom and carried away head gear in a heavy sea when 6 miles NE. of station. Discovered by lookout, and life-savers went out in surfboat; after working some time they got the wreckage cleared away and brought her inside to a safe anchorage.
Nov. 14	Cold Spring, New Jersey...	Gas. lch. Louisa V...	
Nov. 14	Harbor Beach, Michigan, Lake Huron.	Sc. Bge. Baltic.....	
Nov. 16	Fire Island, New York....	Small boat, no name.	
Nov. 16	Hog Island, Virginia.....	Slp. Flora Elsie.....	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Nov. 16	Fort Lauderdale, Florida..	Slp. Two Sisters.....	Out of fresh water; furnished a supply from station cistern.
Nov. 16	Baileys Harbor, Wisconsin, Lake Michigan.	Str. Nettle Denessen.	Responding to a signal of distress, life-saving crew went on board in surfboat in tow of tug Sylva. Steamer had broken her rudder and shoe and stranded on Baileys Harbor south reef, 4 miles S. of station. Surfboat ran a tow line to the tug and then life-savers went on board the steamer and after an hour's hard work secured the broken rudder alongside and tug towed her into the harbor.
Nov. 17	Rockaway Point, New York.	Slp. N. W. Lockwood.	On a fishing trip, becalmed 1 mile E. of station, 13 men on board. Upon request of master, keeper boarded her in surfboat and brought ashore 13 of the passengers, they being anxious to get back home in time to go to work Monday morning.
Nov. 17	Brazos, Texas.....	Skiff, no name.....	Adrift in the bay; picked up by surfmen and held until claimed by the owner on the 30th.
Nov. 17	Charlotte, New York, Lake Ontario.	Small boat, no name.	Broke adrift from the pier; surfmen went out in dingy, picked it up, and delivered it to owner.
Nov. 17	Grand Marais, Michigan, Lake Superior.	Gas. lch. Elk.....	Anchored near the shore, 4 miles E. of station, machinery disabled, a man, his wife and child on board; burned a torch at 9.30 p. m. This was seen by station lookout and life-savers in surfboat towed the disabled craft to the station and gave the 3 persons on board dry clothing, meals, and shelter for the night.
Nov. 18	Point Bonita and Fort Point, California.	Sc. Lillebonne.....	Distressed at sea, came in under jury rig and encountering a N. gale, anchored $\frac{1}{2}$ mile off shore and 2 $\frac{1}{2}$ miles SSE. of Point Bonita station. Discovered by lookout at daybreak and message sent to the Merchant's Exchange for tugs and to Fort Point station for power lifeboat. Station crew then went to her in surfboat and, tug having arrived, ran a hawser to tug and assisted to heave up anchor. Power lifeboat arrived too late to assist schooner, but towed surfboat back to Point Bonita station.
Nov. 19	Smiths Point, Bellport and Blue Point New York.	Br. str. Regulus.....	Stranded $\frac{1}{2}$ mile E. of Bellport station at 6 a. m. Station watch, also patrol, saw her heading for beach and each burned a coston, but too late to prevent stranding. Life-savers boarded her in surfboat, and upon request of master, sent messages to agents, to wrecking company, and to revenue cutter Mohawk. Surfmen from Smiths Point and Blue Point stations arrived to assist in operations. Life-savers rigged up a line from ship to shore to be used in case of need; also carried on board dispatches from the agents to the master. Merritt-Chapman wrecking tug arrived at 1 p. m. and floated her at 7.30 p. m.
Nov. 19	Charlevoix, Michigan, Lake Michigan.	Sc. Mary Ellen Cook.	Station crew in surfboat assisted to tow her out clear of the harbor, as there was scarcely enough wind for steerage way.
Nov. 19	Sheboygan, Wisconsin, Lake Michigan.	Yt. Riddle.....	Station crew assisted owners to haul her out on the beach for the winter.
Nov. 19	Point Adams, Oregon.....	Br. shp. Wavertree..	Dragged her anchors in a SW. gale and drifted on Desdemona sands, 2 miles NE. of station, at 3 a. m. Discovered by lookout at daylight and life-savers went on board in surfboat. One of the anchors and 50 fathoms of chain being still out, surfmen assisted to get a good strain on it and at high water she floated off. Shortly afterwards a tug arrived and life-savers transferred the bar pilot from the tug to the vessel, ran a line from the vessel to the tug and helped vessel's crew to heave up her anchor. Tug then towed her to a safe anchorage in Youngs Bay.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Nov. 20	White Head, Maine.....	Slp., no name.....	Beating through between Ash Island and Ash Point, missed stays, stranded and sunk 60 yards from the island and 5 miles NE. of station. The one man on board was rescued by a person near by and station notified by telephone. Life-savers went to the scene in surfboat, found her going to pieces, and recovered her sails.
Nov. 20	Blue Point, New York....	Slp. yt. Alcedo.....	Stranded on a sand bar $\frac{1}{2}$ mile NW. of station. Seen by station lookout and surfmen went on board in small boat, ran out an anchor and hove her afloat undamaged.
Nov. 20	Ocracoke, North Carolina.	Sc. Brant.....	Missed stays and stranded on Cockle Shoal, 1 mile SW. of station. Discovered by station lookout and life-savers went out in surfboat and got her afloat; the crew of 2 and three passengers were grateful for assistance.
Nov. 20 Nov. 21 Nov. 23	Tawas, Michigan, Lake Huron.	Sc. bge. G. K. Jackson.	Burned a torch at 9.45 p. m. 2 miles NW. of station. This was seen by lookout and life-savers went out in surfboat and found her in tow of the steamer Langell Boys, waterlogged and heavily listed, part of deck load of lumber gone and crew of 6, including 1 woman cook, in a critical condition abaft the cabin, having been exposed to the rain and cold for several hours without shelter, a S.E. gale with rain and high seas prevailing. They got her crew into the surfboat with difficulty, and put them on board the steamer. One of them, named Thoren Kent, had previously been washed overboard and drowned. In the morning, the steamer not being able to hold her off shore longer, let go and she drifted in and stranded near Tawas Beach docks. At daylight station crew went out to the steamer in surfboat and landed mate and seaman to take charge of stranded barge and cargo. Later, in response to signal, again pulled out and brought master ashore to survey the wreck; put him back on board and steamer then left for Bay City to replenish fuel supply. One surfman was sent along the beach and found the body of the drowned seaman and turned it over to an undertaker. On the 23d the Langell Boys and tug Witch arrived. Station crew assisted to shift 60,000 feet of lumber from the barge to the Langell Boys. Pumps were put on board and by 5 p. m. she was pumped out and ready to be taken to Bay City.
Nov. 20	Sleeping Bear Point, Michigan, Lake Michigan.	Lifeboat from str. Kearsarge.	Steamer anchored in the bay, sent messages ashore in lifeboat, but S.E. gale prevented boat from getting back to ship, and it was in danger of being blown to sea. Station was notified by telephone and life-savers went out in surfboat and took it in tow. Not being able to make headway against the gale, after $1\frac{1}{2}$ hours' effort the boat was beached. In the morning surfmen launched it, and its crew pulled back without difficulty, the wind having abated.
Nov. 20	Kewaunee, Wisconsin, Lake Michigan.	Sc. Hattie Hutt.....	Made port in a gale of wind and heavy sea and anchored abreast the station. Life-savers boarded her in a small boat, assisted to heave up anchor and breast her in to the dock.
Nov. 20 Nov. 21	Balleys Harbor, Wisconsin, Lake Michigan.	Sc. Harvey Ransom.	Lying at the dock, $2\frac{1}{2}$ miles W. of station, parted her lines in a gale and high sea at 10 p. m. Station was notified by telephone and life-savers went to the scene in surfboat, got her anchor chain fast to the dock and hove her alongside, working from 10.30 p. m. until 2 a. m. Had it not been for the timely arrival of the life-savers, she would have been driven on the beach. On the 21st, the wind and sea increasing, she was in danger of breaking loose again. Station crew went on board, cast her off from the dock, set sail, and brought her to a safe anchorage near the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Nov. 21	Velasco, Texas.....	Bge. Trilby.....	In a strong tideway near the mouth of the Brazos River, 2½ miles SSW. of station, with anchor down and tug trying to hold her up; drifting down toward the bar. Burned a torch at 8.30 p. m. and it was seen by station lookout. Life-savers went to the scene in surfboat and ran a line from the tug to a derrick barge that was securely moored near by. The line was taken to a steam capstan on the derrick barge and the tug and her tow hove in out of the current. Arriving in slack water the Trilby was safely anchored. (See letter of acknowledgment, p. 258.)
Nov. 21 Nov. 22	Plum Island, Wisconsin, Lake Michigan.	Str. Tillie.....	Moored to the dock, parted her lines and stranded in Detroit Harbor, 3 miles N. of station. Keeper was notified by telephone and life-savers went in surfboat and worked all day, running lines to pier and using tackles, but without success. On the 22d they sunk 2 flat-bottomed boats, 1 on each side of the tug, and put a piece of timber across from boat to boat and under the fantail of the tug. The boats were then bailed out and the tug lifted and pulled afloat without damage.
Nov. 22	Sandy Hook, New Jersey.	U. S. Quartermaster's str. Gen. Meigs.	Stranded inside the point of the Hook in a dense fog. Discovered by patrol, and life-savers went on board in surfboat and landed her 12 passengers and some supplies. She floated off on the rising tide, undamaged.
Nov. 22	Galveston, Texas.....	Gas. lch. Madge.....	Propeller worked loose on shaft when ½ mile N. of station, and she was drifting with the tide. Station lookout saw the trouble and life-savers went out in small boat and towed her in to pier 10.
Nov. 22	Plum Island, Wisconsin, Lake Michigan.	Sc. Elva.....	Anchored near station, burned a torch at 5 a. m. Seen by station lookout and life-savers went on board in surfboat. Her crew were unable to heave up her anchor and boat's crew assisted to get anchor and get her under way.
Nov. 23 Nov. 24 Nov. 25	Gurnet, Massachusetts....	Sc. Lucy E.....	(Struck on Browns Island Shoal, ¾ mile SSW. from station, at 7 p. m.; sprung a leak, sank, and broke up during the night, crew of 8 landing at station in one of her boats. Life-savers took her crew back to wreck in surfboat, put them on board to recover what property they could, stood by until they finished, then landed them at station; provided them with food and shelter until the 25th, and on that date free transportation to their homes at Provincetown.
Nov. 23	Monomoy Point, Massachusetts.	Gas. lch., no name..	Engine not working, the occupant set a small sail and landed in the surf ¼ mile SW. of station. Life-savers manned power lifeboat, pulled her out of the surf, and towed her to Chatham.
Nov. 23	Fishers Island, New York.	do.....	Anchored 2½ miles N. of station and 1 mile from shore, engine broken down. Discovered by keeper, and surfmen went out in power lifeboat and towed her to Mystic.
Nov. 23	Short Beach, New York...	do.....	Towing out of the inlet, line parted and she stranded on the bar, 2 miles SW. of station. Discovered by lookout, and life-savers in power lifeboat with surfboat in tow went out; ran a line from the stranded craft to the tug that originally had her in tow and she was pulled afloat undamaged.
Nov. 23 Nov. 24	Velasco, Texas.....	Bge. Hopper.....	With anchor down and tug trying to hold her up, drifted down the river and across the bar in the strong current and eventually stranded on the beach 3½ miles SW. of station. Lookout saw her plight and life-savers went to her in surfboat; were requested to stand by for a call, as nothing could be done until more powerful tugs arrived. At daylight of the 23d lookout made out a signal for help and life-savers repaired to the scene in surfboat and assisted until she floated, by running lines for the tugs and doing all necessary boat

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907.			
Nov. 23 Nov. 24	Velasco, Texas.....	Bge. Hopper.....	service. At night a derrick barge was brought down and 200 tons of rock cargo taken off during the night. On the 24th the 2 tugs, assisted by the derrick barge, which was heaving with a line to her steam capstan, succeeded in floating the Hopper at 3 p. m. (See letter of acknowledgment, p. 258). Blew distress signals 2 miles SW. of station at 11.30 p. m. Watchman notified station by telephone and life-savers responded in surfboat; found her to be on fire and burning fiercely. Her crew of 12 were landed within 45 minutes after the first alarm. A tug was telephoned for, and life-savers returned to the burning vessel and saved the crew's personal effects. The tug arrived soon after and shoved her onto the beach near the station. Crew worked all night helping tug put out fire and saving property. She became a total loss. Her crew were sheltered at the station for the night and given transportation to Alpena on the 24th. (See letter of acknowledgment, p. 253.)
Nov. 23 Nov. 24	Thunder Bay Island, Michigan, Lake Huron.	Str. Monohansett...	
Nov. 24	Rockaway, New York....	Pumping machine, no name.	Parted her moorings in a NE. gale and stranded $\frac{1}{2}$ mile NW. of station. Life-savers went on board, ran lines, hove her afloat, and secured her, using small boat.
Nov. 24	Hereford Inlet, New Jersey.	Skiff, no name.....	Filled with water; station crew bailed it out and hauled it up on the beach.
Nov. 24	do.....	Gas. lch. Thomas Martindale.	Dragged her anchor and stranded during the night. At daylight, station crew hauled her out into deep water and let go another anchor, which held her all right.
Nov. 24	do.....	Gas. lch., no name...	Dragged anchor in NE. gale and stranded $\frac{1}{2}$ mile NNW. of station. Life-savers assisted owner to run out anchors and heave her afloat, using small boat.
Nov. 24 to Nov. 29 Nov. 24	do.....	Gas. lch. Vincent...	Parted her anchor chains and stranded $\frac{1}{2}$ mile NNW. of station. Life-savers assisted until she was finally floated on the 29th.
Nov. 24 Nov. 25	do.....	Gas. slp. Edith.....	Dragging her anchor in the harbor. Surfmen went on board in small boat, taking an anchor and line and let go extra anchor, which held her. Parted her cables in a gale about 2 p. m., stranded 600 yards NNE. of Lewes station, and sunk. The station crew went alongside at once in surfboat and landed the master's wife and child. Her crew refused to abandon her at that time. 7.30 p. m. they burned distress signals, Cape Henlopen crew were telephoned for and an unsuccessful attempt made to launch surfboat. The beach apparatus was then brought abreast the wreck, but she was too far off to be reached. The beach was lighted up and a patrol established. At 1.30 a. m., assisted by Cape Henlopen crew, surfboat was successfully launched, went alongside and took off her crew of 7, landing them safely. On the 25th surfboat went out again and recovered the crew's personal effects. Her crew were sheltered at the station until 6 p. m. of the 26th.
Nov. 24 Nov. 25	Lewes and Cape Henlopen, Delaware.	Sc. S. M. Bird.....	In the surf and in danger of going to pieces; hauled up and secured by station crew.
Nov. 25	Salisbury Beach, Massachusetts.	Dory, no name.....	Parted her anchor chains in a NE. gale and stranded at 2.30 a. m. $\frac{1}{2}$ mile N. of station. Seen by station lookout, and life-savers went to the rescue in surfboat. Arriving a few minutes later, her crew had already abandoned her in their boats. They were found on the beach and 3 of them, being wet and cold, were taken to the station. Later, life-savers went on board and saved crew's clothing. On the 26th, part of cargo was saved by station crew and stored in boathouses. Her crew of 5 were sheltered at the station until the 27th, when they were taken to Gloucester in surfboat.
Nov. 25 Nov. 26 Nov. 27	Gloucester, Massachusetts.	Br. sc. Cora B.....	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Nov. 25	New Shoreham, Rhode Island.	Sc. Marsala.....	Parted her cables and stranded in the Old Harbor outer basin about 2 a. m. Master came to station at 9.30 and asked assistance. Station crew helped run anchors and heave her afloat; got her off without damage about noon.
Nov. 25	Lone Hill, New York.....	Sharple, no name....	Patrol found it abandoned, hauled it up on the beach and notified Maritime Exchange.
Nov. 25	Point of Woods, New York	Rowboat, no name..	Found by surfman 1 mile W. of station full of water; 2 guns and box of cartridges in it; had broken adrift during the night. He hauled it up on the beach, took the guns to station and cleaned them. Later the owner came and his property was turned over to him. He was very grateful.
Nov. 25	Lewes, Delaware.....	Sc. De Mory Gray...	At anchor 3 miles NNW. of station; blowing a gale, sprung a leak, and set colors, union down. Life-savers went on board in surfboat and master requested their help at the pumps until he could get extra men from ashore. Surfmen helped pump her out and remained on board until men were obtained from town.
Nov. 25	Erie, Pennsylvania, Lake Erie.	Slp., no name.....	Adrift 1 mile WSW. of station, in charge of an inexperienced man who had lost his nerve and was shouting for help. Keeper was notified by telephone and life-savers went out in surfboat and towed the craft in to Erie dock.
Nov. 25	Marblehead, Ohio, Lake Erie.	Nph. lch. Major Wilcox.	With 2 skiffs in tow, engine disabled 4 miles W. of station and $\frac{1}{2}$ mile from shore. Keeper was notified by telephone and surfmen in power surfboat towed her to the dock at Catawba Island.
Nov. 26	Plum Island, Massachusetts.	Sc. Newell B. Hawes.	Dragged anchors and stranded 3 miles SSW. of station at 3 a. m. Station crew boarded her in small boat and helped shovel overboard her cargo of sand. Being in no immediate danger, her master decided not to attempt to float her until the following spring tides. She was floated without assistance on December 2.
Nov. 26	Rockaway, New York....	Gas. slp. Eliza Rhodes.	Out on a fishing trip with crew of 2, and 9 passengers. About 3 p. m. the wind freshened and they started for Rockaway Inlet, but their sails blew away and engine broke down. She drifted to the eastward and at 5 anchored; cable parted at 9, and they again drifted until at 11 p. m. they let go the other anchor 1 mile S. of station and burned signals of distress. These were seen by the patrol and life-savers went out in surfboat and took off the passengers. Her crew refused to come ashore, but asked that assistance be telephoned for. The passengers were given food at the station and a call sent for help. In the morning a revenue cutter came and took the disabled craft in tow.
Nov. 26	Hog Island, Virginia.....	Sc. Virginia.....	Mistook buoys and stranded on the bar, $\frac{1}{2}$ mile WSW. of station. Seen by lookout, and life-savers went aboard at once in surfboat, ran out an anchor in deep water, shifted sails, and tried to work her around off the shoal. Tide was falling and the effort was unsuccessful. They then pumped her out, and, as nothing further could be done, returned to the station. She was floated at high water of the 28th, but little damaged. Her master was furnished with flour and water by keeper, his supply being low.
Nov. 26	South Haven, Michigan, Lake Michigan.	Sc. Mary A. Gregory.	Lying at dock $\frac{1}{2}$ mile ENE. of station, no one on board, no head lines out, bow swinging off in current, and holding on by stern lines only. Station crew went on board in surfboat, ran out bow lines, breasted her in, and secured her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Nov. 26	Plum Island, Wisconsin, Lake Michigan.	Scs. Julia B. Merrill and Ellen Williams.	Responding to signals of distress, life-savers boarded the Merrill. Master requested assistance to get anchor and make sail. He was assisted, and later in the day, upon request, the same help was given the Williams.
Nov. 27 Nov. 28	Saluria, Texas.....	Sc. Kate M.....	Wishing to cross the bar, keeper set ranges, and by their guidance she came in safely. They were set for her to go out by on the 28th.
Nov. 27	do.....	Skiff, no name.....	Found on the beach and hauled up out of reach of the tide, to be held for claimant.
Nov. 27 to Dec. 4	{North Manitou Island and South Manitou Island, Michigan, Lake Michigan.	{Aux. sc. Josephine Dresden..	{Anchored near the beach on the W. side of North Manitou Island with an offshore S.E. wind for the purpose of discharging cargo. Wind shifted suddenly to N.W., and, engines not working promptly, she stranded. Life-savers from both stations assisted on the 29th to work her up on the beach to prevent damage by the seas. On Dec. 2, 3, and 4 they assisted tugs by running lines and rendering necessary boat service, using surfboat. Dec. 4, the owner gave up hope of saving her, and life-savers assisted him to save as much of her outfit as possible.
Nov. 28	Lewes and Cape Henlopen, Delaware.	Str. Monocacy.....	Carried away her steering gear and stranded between the iron pier and point of the cape. Discovered by the Lewes E. patrol, and both stations notified by telephone from the halfway house. Life-savers went on board in surfboat and ran a hawser to the Philadelphia & Reading R. R. tug that was in the harbor, and she was pulled afloat on the rising tide.
Nov. 28	Galveston, Texas.....	Sc. Fannie.....	Stranded on the flats $\frac{3}{4}$ mile N. of station. Discovered by lookout, and life-savers went on board in surfboat. Her crew had already run out an anchor, and station crew hove her afloat after an hour's work.
Nov. 28	Frankfort, Michigan, Lake Michigan.	Gas. lch. Grace W...	Engine broken down, drifted up against some anchor piles $\frac{1}{4}$ mile E. of station and 100 yards offshore. Life-savers went out in surfboat, towed her to a safe place, and landed her crew of 2 at North Frankfort. Owner was grateful for assistance.
Nov. 28	Kewauneewau, Wisconsin, Lake Michigan.	Sc. Rosebud.....	Life-savers assisted to pull her up the creek into a safe berth; blowing fresh from N.W.
Nov. 29	Beaver Island, Michigan, Lake Michigan.	Gas. lch., no name...	Adrift 3 miles SSE. of station, engine disabled. Keeper went out in power small boat and towed it into the harbor.
Nov. 30	Newburyport, Massachusetts.	Sc. Lucy E. Friend..	Stranded on the bar 500 yards NE. of station and 300 yards from the beach at 4 a. m. The N. patrol discovered her plight a few minutes later and burned Coston to let her master know she was seen. Keeper telephoned for tug and life-savers boarded her in surfboat, hauled down sails, and dropped anchor. Shortly after she bumped over the bar and rode to her anchor in a narrow gully between the bar and beach, close to the shore. 5.45, tug arrived and towed her out into deep water, station crew assisting to get anchor.
Nov. 30	Sandy Hook, New Jersey..	Br. bgn. Lady Nap- pler.	Stranded on the point of the Hook $\frac{1}{4}$ mile N. of station at 7.30 p. m. Operator in Western Union telegraph tower notified station, and life-savers pulled out in surfboat, remained by her until 2.30 a. m. when, wind and sea increasing, her crew of 8 were landed at the station. December 1 life-savers went on board and recovered crew's property. On the 3d they assisted to throw overboard cargo. She was floated by wrecking tugs on the 6th. Her crew were given food and shelter at the station from Nov. 30 until Dec. 5 and transportation to and from the wreck.
Nov. 30	Fort Lauderdale, Florida.	Gas. lch. Minnie M..	Piloted over the bar into New River by the keeper.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Nov. 30	Saluria, Texas.....	Aux. sc. yt., name unknown.	Wishing to cross the bar, keeper set ranges and by their guidance she came in safely and anchored up the Pass.
Nov. 30	Aransas, Texas.....	U. S. L. H. Str. Magnolia.	Upon request keeper boarded her in surfboat and piloted her in over the bar and up the channel to the light-house; later he piloted her out.
Nov. 30	Coquille River, Oregon....	Sc. Lizzie Prien.....	Becalmed on the bar in the breakers and drifting slowly toward N. jetty. Life-savers saw her danger and went to her in lifeboat, got a line on board and managed to pull her clear of the jetty and inside the breakers. A gasoline launch then came to the assistance of the lifeboat and together they towed her to the wharf at Bandon.
Dec. 1	Hereford Inlet, New Jersey.	Gas. lch. Vincent....	Life-savers assisted the owner in floating this launch at high water. They took it to a safe anchorage.
Dec. 1	Saluria, Texas.....	Sc. Hard Times.....	Grounded on the bar. Life-savers assisted in getting her off and brought her in to a safe anchorage.
Dec. 2	Cross Island, Maine.....	Gas. lch., no name..	Parted moorings and stranded 5 miles NW. of the station. Upon receiving word the life-savers proceeded to the scene in surfboat. They got skids under the boat and succeeded in launching her. The launch was undamaged.
Dec. 2	Nags Head, North Carolina.	Gas. yt. Madelon....	Stranded on sand bar 2 miles SW. of the station. It was discovered by the lookout. Life-savers went to her assistance and tried to float her. The tide was falling, so the effort was unsuccessful. On Dec. 3 the life-savers carried out an anchor and again attempted to float the yacht. The water was too low, but during the night the wind shifted to the S. and the yacht floated off. It proceeded on its way the morning of Dec. 4. (See letter of acknowledgment, p. 253.)
Dec. 2	Bulow, Florida.....	Gas. lch. Cleo.....	Was discovered by the keeper. It was drifting about in the bay, its batteries having given out. The keeper supplied new batteries, enabling the launch to proceed.
Dec. 4	Quoddy Head, Maine....	Sc. Lillian.....	Dragged anchors and stranded 1½ miles ENE. of the station. Vessel's predicament was discovered by the lookout. Surfmen went on board and, with rising tide, hove the schooner into deep water. They set all sail and worked her into Quoddy Bay. The next morning the keeper telephoned for a tug, which came and towed the schooner to Eastport.
Dec. 4	Monomoy Point, Massachusetts.	Sc. Rebecca Shepherd.	Anchored at 10 p.m., Dec. 3, in the slough of Pollock Rip 4 miles E. of the station. On the turn of the tide the schooner's cable fouled the gas buoy. The wind increased, making a high sea, and the schooner was unable to clear her hawse. The next morning the lookout discovered an ensign flying in her rigging. The vessel was pounding on the shoal and leaking. Life-savers in power lifeboat proceeded on board. An effort was made to get her anchor, then to slip her cable, but the sea was too heavy. The schooner was beating so heavily on the shoal that it was impossible for those on board to keep their feet, and all were in danger from falling spars. The mainmast of the lifeboat was smashed by its being dashed against the schooner's side. The crew of 7 men were taken into the lifeboat and brought ashore. The rescue was made none too soon, as the schooner soon after went to pieces. The master and mate received treatment from the station medicine chest. The schooner's crew were kept at the station until Dec. 7, when they were taken to town by the keeper in the station power dory. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Dec. 4	Yaquina Bay, Oregon.....	Small boat, no name.	Life-savers while out in station skiff discovered the mail carriers' boat adrift. It was hauled up on the beach clear of the surf.
Dec. 5	Blue Point, New York.....	Rowboat, no name..	Found in the ice by the station crew. It was hauled up on the shore.
Dec. 5	Marblehead, Ohio, Lake Erie.	Nph. lch. Guess.....	Owner attempted to force his launch through a field of ice in Sandusky Bay. She stove in two of her bottom planks. She was run into shoal water and sunk. Life-savers were notified by telephone. They launched the surfboat and proceeded to the scene 4 miles SE. of the station. By continually bailing the launch was kept afloat until it had reached quarry dock. The next day the surfmen returned and hauled the launch out for repairs.
Dec. 5	Louisville, Kentucky.....	Shanty boat; no name.	Discovered by the lookout. It contained 12 occupants and was in danger of being carried upon the rocks by the strong SW. wind that was blowing. Life-savers proceeded to the scene and towed the boat into safe waters.
Dec. 6	Cranberry Islands, Maine..	Sc. Golden Ball.....	Stranded 2 miles N. of the station. Discovered by the patrol at 2.30 a. m. Life-savers proceeded to the scene in surfboat and brought the crew of 6 men and their effects to the station. On Dec. 7 the life-savers proceeded to the wreck and assisted in getting the schooner afloat. The crew were given shelter and meals at the station.
Dec. 6	Southside, California.....	Br. bk. Lord Templeton.	Discovered by lookout. It was flying the signal Y. P. (want a tug). Keeper telephoned to the Merchants' Exchange and hoisted signal Y. A. (tug is going to you). A tug went out and towed bark into port.
Dec. 7	Coos Bay, Oregon.....	Gas. lch. Mayflower.	At 7 a. m. the lookout heard cries for help coming from across the bay. The life-savers manned the surfboat and set out in search. They found that the launch, while towing a raft of boom sticks, had fouled a barkentine anchored 1½ miles ESE. of the station. The launch was pinioned between the raft and the barkentine by the ebb tide; it had been nearly forced under water. Surfmen cleared the boom sticks from the barkentine and hauled out and towed the launch to the wharf.
Dec. 8	Wood End, Massachusetts.	Br. sc. Gypsum Emperor.	Stranded at 1.45 a. m. It was discovered by the patrol. Life-savers manned surfboat and went on board. They carried out an anchor and at 1 p. m. succeeded in hauling the schooner afloat.
Dec. 9	Biscayne Bay, Florida....	Gas. lch. Ruth.....	Keeper was called at 1 a. m. by the owner of the launch. The engine had become disabled and the boat had stranded. The wind was blowing fresh from the SE. Keeper took lines and tackles to the scene and the launch was hauled up on the beach.
Dec. 10	Sabine Pass, Texas.....	Str. Gertrude.....	While surfboat was out for drill the life-savers were signaled to by the steamer. Upon boarding her it was found that there was a hawser around the propeller. There was a strong tide, so the life-savers carried out an anchor for the steamer's barge and then cleared the hawser from the propeller.
Dec. 11	White Head, Maine.....	Br. sc. Harry.....	Dragged anchors and grounded at 5.30 a. m. 1½ miles NE. of the station. Owing to thick fog and rain it was not discovered by patrol. Keeper was notified by telephone. Life-savers manned the surfboat and boarded the schooner. Life-savers ran a hawser to the schooner Nellie Eaton, which was anchored 200 yards to windward. At flood tide they hove the Harry into deep water and took her to a safe anchorage.
Dec. 11	Damiscove Island, Maine..	Gas. lch., no name..	Engine became disabled in a rough sea and launch was in danger of drifting on the rocks 200 yards S. of the station. The accident was discovered by the lookout, and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907 Dec. 11	Demiscove Island, Maine..	Gas. lch., no name..	the life-savers, in the surfboat, proceeded to the scene. They passed a line to the launch and kept it off the rocks until the engine was repaired.
Dec. 13	Townsend Inlet, and Avalon, New Jersey.	Sc. Thomas H. Lawrence.	Stranded on Townsend Inlet Bar at 12.30 a. m. $1\frac{1}{2}$ miles SE. of Townsend Inlet station and 2 miles NE. of Avalon station. The vessel was immediately discovered by the patrols of both stations. The surfboats were manned and the life-savers boarded the stranded schooner. They carried out an anchor and hove the vessel afloat. It had suffered no damage.
Dec. 13	Point Adams, Oregon....	Gas. lch. Bessie K..	Swamped at its moorings the evening of Dec. 12 during a heavy SW. gale. It was discovered the next morning by the lookout. The life-savers went out in surfboat and towed it to the station. It was bailed out and cared for by its owner.
Dec. 13	do.....	Fish boat, no name..	Swamped $\frac{1}{2}$ mile NW. of the station in a heavy SW. gale. It was discovered by the life-savers while towing the launch Bessie K. They returned to the fish boat and towed in to the beach. It was there cared for by its owner.
Dec 14	Brant Rock, Massachusetts.	Dory, no name.....	Found by the patrol in a dangerous position. He hauled it up on the beach and secured it.
Dec. 14	Gurnet, Massachusetts....	Sc. Ida M. Silva.....	Stranded in a thick snowstorm $\frac{1}{2}$ mile SSW. of the station. It was blowing fresh from the E., the surf was rough, and the snow was so thick that the wreck could not be seen by the patrol. Four fishermen came to the station at 1.30 p. m. and notified the keeper. The life-savers launched the surfboat and immediately started for the scene. Upon arrival at the wreck the keeper found the crew in two dories heading in for the breakers. He called them back and piloted them to a safe landing; he directed them to the station, where they were sheltered and fed until the 16th. They were supplied with clothing from the W. N. R. A. supplies. The schooner was floated Dec. 16.
Dec. 14	Quonochontaug and Watch Hill, Rhode Island.	Str. Hercules and barges Elk, James E. English, Alanson A. Sumner, and John C. Wyman.	The Hercules, bound from Newport, Rhode Island, to New London, Connecticut, struck a submerged wreck off Old Reef Point. It was blowing a NE. gale, accompanied by a heavy snowstorm, and the sea was rough. To save the tug from sinking it was found necessary to beach it $3\frac{1}{2}$ miles NE. of the Watch Hill station. The patrol found the tug's master on the beach. He brought him to the station and notified the keeper. It was impossible for the Watch Hill surfmen to make the trip in the surfboat in the very teeth of the strong gale and heavy seas that were increasing all the time. So the keeper telephoned to the Quonochontaug life-savers, who were able to reach the scene in their surfboat. The Watch Hill life-savers made their way along the beach to the scene of wreck. The 4 barges, which had been in tow of the tug, were found anchored off the beach, but dragging ashore. The surfboat attempted to board them, but the gale and seas made this impossible. The barge Elk was the first to come ashore. Its 1 occupant was assisted ashore by the life-savers. At 4.30 p. m. the barge J. E. English stranded. The life-savers put a line on board by the use of the heaving stick, and the 2 occupants were brought ashore. At 5.45 p. m. the barge A. A. Sumner began to break up, and the pilot house, with 2 men and a woman inside, floated off along the beach. A surfman succeeded in getting a line to it and the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Dec. 14	Quonochontaug and Watch Hill, Rhode Island.	Str. Hercules and barges Elk, James E. English, Alan-son A. Sumner, and John C. Wyman.	occupants were brought ashore. These rescues were made with great danger to the surfmen, who ventured into the surf with lifelines secured to them, the seas breaking over them continually. The last barge, the John Wyman, broke away at 10 p. m. and drifted along the beach. The surfmen dragged the beach gear along the shore for a distance of 1 mile before the barge grounded. A line was then shot on board, but the occupant dared not venture out on deck to secure it. A line bent to the heaving stick was then thrown to him and he was hauled ashore. The Watch Hill surfmen returned to their station at 12.30 a. m. The Quonochontaug surfmen reached home at 10.30 a. m.
Dec. 14	Sandy Hook and Spermaceti Cove, New Jersey.	Bk. Edmund Phinney.	Stranded $\frac{1}{2}$ mile offshore, 1 mile E. of Sandy Hook station. Wind was blowing a NE. gale and there was a high sea. The vessel came ashore in a heavy snow squall; it was immediately discovered by the patrol. The keeper notified the Spermaceti Cove life-savers by telephone. The bark was too far off to use the Lyle gun, so the power lifeboat was manned and taken in tow by the tug Merritt. The life-savers were then towed well out to windward; it was now blowing a gale of 72 miles an hour and the bark was driving inshore over the shoals. The Spermaceti Cove surfmen came over in their cart to handle the beach apparatus. As the bark had now drifted to within 300 yards of the beach, the life-savers succeeded in firing a line across her jib stay. The lifeboat, being unable to reach the wreck, returned to the shore with the Sandy Hook surfmen, that they might assist in handling the beach gear. The vessel was rapidly breaking up. The fore and the main masts went by the board and the crew were gathered in the lee quarter. After considerable difficulty, the seamen on board secured the shot line and the whip and hawser were hauled off. Owing to the topmasts carrying away, it was necessary to secure the hawser to the mizzen lower mast. It was storming so that it was impossible for the surfmen to see distinctly the operations of the wrecked crew. This at first caused some confusion in handling the lines. Owing to the shrouds carrying away, the wrecked sailors were obliged to set up the gear so low on the mast that most of them were hauled ashore through the surf. The danger of the bark's breaking up was so imminent that the sailors were hauled ashore 2 at a time in the breeches buoy; the station team was hitched to the whip to expedite operations. The master and mate made the last trip; a few moments later nothing remained of the bark but a tangle of wreckage battered by the surf. The drenched and nearly frozen survivors were taken to shelter, some to the station and some to the hospital. The life-savers supplied them with stimulants and clothing from the W. N. R. A. supplies. These men were cared for at the station until Dec. 16, when they were given transportation to New York.
Dec. 14	Fire Island, New York....	Yawl No. 68.....	Yawl belonging to light-ship stranded $1\frac{1}{2}$ miles NE. of the station. It was snowing and the weather was threatening. Life-savers in surfboat went to its assistance. The tide was falling so they were unable to work the boat off the shoal. Life-savers carried out an anchor and brought the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Dec. 14	Fire Island, New York...	Yawl No. 68.....	3 occupants to the station for the night. The next day the life-savers went out and assisted in getting yawl into deep water. On the 16th they went to Bay Shore and assisted in hauling it out. It was undamaged.
Dec. 15	Cuttyhunk, Massachusetts.	Sc. Eliza Jane.....	Parted moorings at 10 p. m. and stranded $1\frac{1}{2}$ miles N. of the station. It was discovered at daybreak by the patrol. The life-savers manned the surfboat and after a hard pull against a rough head sea went on board and carried out lines to moorings. These were taken to the windlass and a heavy strain put upon them. The tides were not high enough to float the schooner and it washed higher up on the beach. It was finally got off Jan. 4, 1908.
Dec. 16	Amagansett, New York...	Fishing boat, no name.	Swamped in the surf. Life-savers assisted in getting boat and gear up on the beach.
Dec. 16	Sabine Pass, Texas.....	Quarantine launch..	Engine became disabled while launch was making trip in the harbor. Life-savers went out in the dingey and towed it into a slip.
Dec. 17	Gurnet, Massachusetts....	Gas. sc. Lucy B. Winsor.	Discovered ashore by lookout $\frac{1}{2}$ mile WNW. of the station. Surfmen went out to her in dory, carried out an anchor, hove her afloat, and anchored her for the night.
Dec. 17	Gilberts Bar, Florida.....	Nph. lch. Leda.....	Discovered by keeper around $2\frac{1}{2}$ miles S. of the station. He went to its assistance and succeeded in getting it afloat.
Dec. 18	Louisville, Kentucky.....	Barge, no name.....	Went adrift in the river with 8 men on board. It was discovered by the lookout and the life-savers went to their assistance. A line was put on board and the barge was swung in to the shore. With the help of the life-savers the barge was taken to its moorings.
Dec. 19	Point of Woods, New York.	Gas. lch., no name..	Engine became disabled and the launch stranded $\frac{1}{2}$ mile NE. of the station. Life-savers went to its assistance, carried out an anchor, and hauled launch into deep water. Launch's crew were unable to start engine, so keeper sent ashore for one of the life-savers, who succeeded in repairing it.
Dec. 21	Pamet River and Cahoons Hollow, Massachusetts.	Br. sc. Bobs.....	Blowing fresh, schooner carried away jib stay and chain plates of fore rigging. She came to anchor 2 miles S. of Pamet River station and 2 miles NE. of Cahoons Hollow. She was discovered by the lookouts of each station and the life-savers manned the surfboats and went on board. The schooner was in need of repairs which they could not make, so the surfmen went ashore and telephoned for a tug. The towboat arrived that evening and the schooner was taken to Boston.
Dec. 21	Point of Woods, New York.	Slp., no name.....	Dragged anchor and stranded $\frac{1}{2}$ mile NW. of the station. It was discovered by the lookout. Wind was blowing strong and the boat was pounding on the bottom. Life-savers went on board, set sail, and heeled boat down, carried out an anchor, and succeeded in working it into deep water.
Dec. 21	Coos Bay, Oregon.....	Sc. Oceania Vance..	Dragged anchors and stranded 1 mile SE. of station. Wind was blowing a SE. gale, accompanied with heavy rain squalls. Lookout discovered her flag, hoisted union down. The lifeboat was manned and, after a hard pull for 1 hour through a blinding rain squall, the surfmen went on board. They carried out 2 kedge anchors and hove the schooner into deep water. It had suffered no damage.
Dec. 22	Galveston, Texas.....	Sc. Myrtle Bell.....	Sprang aleak and became unmanageable. Crew hoisted a signal of distress when they were $2\frac{1}{2}$ miles NNE. of station. There was a fresh NW. wind and the sea was moderate. Keeper of the light-house reported

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Dec. 22	Galveston, Texas.....	Sc. Myrtle Bell....	vessel's predicament by telephone to the life-savers. The surfboat was manned and proceeded to the scene. Surfmen secured sails and saw that the schooner was anchored in a safe berth. The 3 occupants of the schooner were taken to the station and given dry clothes from the W. N. R. A. supplies.
Dec. 23	Burnt Island, Maine.....	Slp., no name.....	The wind was too light for beating offshore. Two fishermen, while attending their lobster pots, were hove ashore by the high sea which was then running. Surfmen went to their aid in the dory. They ran out a line and anchor and hauled the sloop afloat.
Dec. 23	Gloucester, Massachusetts.	Sc. E. Waterman...	Dragged anchors and stranded $1\frac{1}{2}$ miles N.E. of the station. Blowing strong and raining. Life-savers were notified by telephone. They manned the surfboat and proceeded to the scene. The master was taken ashore to secure wrecking tugs. Two tugs came off and the life-savers ran their hawsers for them, but the tide was too low to float the schooner. At midnight the 24th, the life-savers again ran hawsers for the tugs, but the attempt was again unsuccessful. On the 26th and 27th, 75 tons of coal were lightered from the schooner and, with the assistance of 4 tugs, the vessel was floated. It was towed to the marine railway and hauled out.
Dec. 23	Sullivans Island, South Carolina.	Gas. lch. Roamer...	Engine became disabled at 10 p. m. and the launch was obliged to anchor in the breakers to keep from driving ashore. This was 2 miles S. of the station and nearly 2 miles offshore. The launch could not be seen from the station, as the weather was rainy and foggy. A man came to the station and notified the keeper. The life-savers manned their surfboat and boarded the Roamer. They brought 1 of the crew ashore and sent word for a tug. The Roamer was floated the morning of Dec. 24.
Dec. 23	Saluria, Texas.....	Aux. sc. Essay.....	In trying to beat out of the cove, the schooner missed stays. Before the engine could be started the vessel went ashore on the sand flats $2\frac{1}{2}$ miles SW. of the station. Life-savers went to the vessel's aid and carried out a small anchor. They hove the schooner off and repaired its engine. The Essay proceeded under sail to her destination.
Dec. 24	Chester Shoal, Florida.....	Catboat, no name...	Keeper found a rowboat pounding on the beach. He took it to its mooring and secured it.
Dec. 25	Burnt Island, Maine.....	Sloop, no name.....	A man with his family were out in a sloop. It became becalmed $1\frac{1}{2}$ miles NNE. of the station. Keeper went out in a motor boat and towed them in.
Dec. 25	Fort Point, California.....	Gas. lch., no name...	At daylight the lookout reported a gasoline launch ashore about $\frac{1}{4}$ mile W. of the station. Life-savers went to it and found that its machinery had become disabled. They carried out an anchor and prepared to haul the boat afloat. A tug came along and the life-savers ran a line to it. The launch was hauled off, having suffered no damage.
Dec. 27	Atlantic City, New Jersey.	Gas. lch. John Leonard.	Mistook the channel and stranded $\frac{1}{4}$ mile NNE. of the station. It was discovered by the patrol at 9.45 p. m. The life-savers proceeded to the scene, taking out an anchor and hawser. This anchor and the launch's anchor were planted, and the boat was hove into deep water, the life-savers returning to the station at 1.45 a. m.
Dec. 28	Fire Island, New York....	Gas. lch., no name...	This boat, belonging to the wireless station, was coming across the bay, when its engine became disabled. Life-savers went out and towed it in and assisted in hauling it out on the beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Dec. 28	Fort Lauderdale, Florida.	Gas. lch., no name..	A launch called in at the station for a supply of fresh water. Its needs were supplied and it proceeded on its way.
Dec. 29	Point of Woods, New York.	Gas. sc. Charles W. Lynde.	Mistook the channel and ran aground $\frac{1}{2}$ mile NNW. of the station. It was discovered and reported by the lookout. Life-savers went off in surfboat and carried out an anchor. They started the engine, hove on the windlass, and got the schooner off. They showed the master the proper channel and the schooner proceeded in safety.
Dec. 29	Saluria, Texas.....	Sc., name unknown.	Fog lifted and a schooner was discovered standing in toward beach. It was apparently looking for the entrance to Pass Cavallo. Life-savers set the ranges and she came in over the bar.
Dec. 30	Point Judith, Rhode Island.	Barge Jennie.....	The master of the barge Ida made a hazardous landing in his dory at 6.20 a. m. He reported to the keeper that his vessel sunk 2 miles S. of the station and about the same distance offshore. He reported also that the barge Jennie, which had been towing astern, had anchored and was in danger of sinking. The master of the Jennie had his wife with him. The life-savers manned the surfboat and started for the scene, against a strong gale and a high sea. The rain was falling in torrents and the barge could not be seen from the station. It took the surfboat an hour and 40 minutes to make the 2 miles. The master and his wife were taken in the surfboat and safely landed behind the breakwater. They were furnished with stimulants, food, and dry clothing from the W. N. R. A. supplies. A few hours later the barge struck on the rocks, 150 yards ESE. of the station. The seas tore off the hatches, stove in her side, and made a complete wreck of the barge.
Dec. 30	Belport, New York.....	Sailboat, no name...	Ran on a shoal and capsized during a dense fog. When the fog lifted, it was discovered by the life-savers. They proceeded to the scene, righted and bailed out the boat, and the occupant proceeded on his way.
Dec. 30	Forked River, New Jersey.	Yawl, no name.....	Patrol discovered a yawl adrift. He secured it and reported to the keeper.
Dec. 30	Harvey Cedars, New Jersey.	do.....	Patrol discovered a yawl on the beach. He secured it and the life-savers made unsuccessful inquiries as to its ownership. A description of the boat was sent to Atlantic City and Sandy Hook.
Dec. 30	Mosquito Lagoon, Florida.	Gas. lch. Petrel.....	Was discovered by the keeper at anchor in Indian River, 8 miles NW. of the station. The keeper was on a trip to New Smyrna for supplies. He put his launch alongside and learned that the occupant had been trying to repair his boat's engine since the previous afternoon. Keeper adjusted the sparker and the occupant was able to proceed on his cruise.
Dec. 30	Gilberts Bar, Florida.....	Rowboat, no name..	Keeper picked up a small rowboat adrift. He took it to the station to await claim of owner.
Dec. 31	Fire Island and Oak Island, New York.	Nph. lch. Mavourneen.	Parted cable and stranded on bar, 5 miles W. of Fire Island station and 2 miles S. of Oak Island station. It was discovered immediately by the lookouts of both stations. The life-savers at both stations launched their surfboats and proceeded to the scene. Wind was blowing a gale from the NW., making a hard pull to the wreck. The launch was pounding heavily in the rough sea and was leaking badly. The life-savers worked at the pump and with buckets for two hours, but found that the launch was sinking in spite of all efforts. They took the occupants ashore in the surfboats and towed the launch's tender, loaded with the belongings of her crew. An hour afterwards the launch floated off the bar and sank.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1907. Dec. 31	Fire Island and Oak Island, New York.	Nph. lch. Mavourneen.	The two occupants were cared for at the stations until Jan. 3. Their belongings were left in the care of the keeper at Fire Island.
Dec. 31	Chadwick, New Jersey....	Sc., name unknown.	Was discovered by life-savers about 12 miles ESE. of the station. It was apparently abandoned with sails standing. The keeper sent word to a revenue cutter.
Dec. 31	Hog Island, Virginia.....	Small boat May.....	Was crossing Hog Island Channel with a load of oysters. Wind was blowing fresh and sea was rough. Boat swamped and sank 300 yards W. of the station. The lookout discovered the accident and hurried to the assistance of the occupant, who was rescued as he was sinking the second time. He had on his heavy gum boots and could not swim. Life-savers worked all the next day on the boat and succeeded in getting it ashore at 5 p. m.
1908. Jan. 2	Point of Woods, New York.	Oyster dredge, no name.	Notified the dredge's crew that their tender was adrift.
Jan. 3 Jan. 4 Jan. 5	Barnegat, and Forked River, New Jersey.	} Gas. sc. Alberta L..	Ran aground the night of Jan. 2, $\frac{1}{2}$ mile N. of Barnegat and 3 miles SW. of Forked River stations. It made no signal of distress and was discovered the next morning by the keeper at Barnegat. He went out in the surfboat and offered assistance, which was declined. The master thought that the schooner would float off at high tide. On Jan. 4 the schooner remained in the same position, so the life-savers of Barnegat and Forked River went on board. They carried out an anchor, hove the vessel into deep water, and anchored it there, it having suffered no damage. On Jan. 5 the schooner dragged ashore; the wind was blowing strong from NNW. The Barnegat life-savers went to its assistance in the surfboat. They carried out an anchor and hauled the schooner into deep water to a good anchorage.
Jan. 3	Saluria, Texas.....		Fouled its anchor and dragged ashore 3 miles N. of the station. The tidal current was very strong and the schooner was being carried farther in on the flats. It had a working party on board, employees of the U. S. Army engineers. They were out placing buoys and day marks. Its plight was discovered by the keeper. Life-savers went out in surfboat, placed their anchor and one belonging to the schooner, and attempted to haul the schooner afloat. The anchors came home and were planted a second time. This effort proved successful and the schooner was hove into the channel. She was left at a safe anchorage for the night. On the 5th the keeper piloted the Defender out to the wreck of a steamer. Life-savers ran lines to the wreck to hold the schooner in position, while engineers placed day mark. Life-savers unrigged pile driver and piloted schooner over Pass Cavallo bar.
Jan. 3	Cape Disappointment, Washington.		Light-ship was run down by a steamer, her bulwarks were cut down and one of her boats smashed. The tug Tatoosh, which was passing close aboard, set I. N. C. signal C. W. (light-ship needs assistance). The keeper telephoned to the tender Columbine and then went out, in the power lifeboat, to the light-ship. No further assistance could be rendered. The seas were so heavy on the bar that the life-savers waited until daylight the next morning to make the trip ashore.
Jan. 4	Wood End, Massachusetts.	Gas. lch., no name..	While bound in from the fishing grounds, the engine became disabled. Sea was too rough to make repairs, so the launch was beached 1 mile NW. of the station. Wind

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Jan. 4	Wood End, Massachusetts.	Gas. lch., no name..	was strong SW. and the sea was high. Boat was discovered by the lookout and the life-savers proceeded to the scene in station wagon, taking planks, rollers, tackles, and sand anchors. They hauled the boat up on the beach out of all danger from the surf.
Jan. 4	Lone Hill, New York.....	Skiff, no name.....	Broke boom of mainsail and capsized $\frac{1}{2}$ mile N. of the station. Wind was blowing strong from the SW. and there was a high sea. The accident was discovered by the lookout. Life-savers went out and rescued the occupant, who was found clinging to the boat's bottom. He was brought ashore in the supply boat. The sea was too rough to secure the skiff, which was held by its anchor. The next day the skiff was brought to the station.
Jan. 5	Cranberry Islands, Maine.	Small boat, no name.	Surfman discovered a skiff drifting out to sea. He went out in the station dory and brought the skiff ashore.
Jan. 5	Damiscove Island, Maine..	Br.sc. Frank and Ida.	Anchored in lee of Squirrel Island. Her sails were so covered with ice that they could not be taken in. The wind was blowing a gale from NW. The schooner dragged ashore 4 miles NNE. of the station. The life-savers proceeded to the scene in the surfboat, but found that the crew had already landed in their own boat. The life-savers brought ashore the personal effects of the crew and landed the master on Ram Island. The vessel was a complete loss, and the wreckers started stripping her the next day.
Jan. 5	Newburyport, Massachusetts.	Sc. James and Ella..	Vessel had dragged ashore on the flats in the river. At the request of the master, keeper telephoned for a tug. The schooner was floated without suffering any damage.
Jan. 5	Seabright, New Jersey....	Sc., name unknown.	Anchored 5 miles offshore from the station and displayed a signal for a tug. The keeper telephoned to Sandy Hook, and the revenue cutter Mohawk came out and took the schooner in tow.
Jan. 5	Mosquito Lagoon, Florida.	Gas. lch. Matanzas..	Stranded 4 miles NW. of station. It was discovered at 4.30 p. m. by the keeper, when he was returning in his power boat from the post-office. The boat was in no danger, so he informed the occupants that he would return to them the next morning. The next morning the keeper transferred the launch's cargo of oranges to the shore. He then carried out an anchor; by heaving on this and by working the launch's engine, it was worked off the bank.
Jan. 6	Coskata, Massachusetts....	Catboat, Crusader...	Stranded $2\frac{1}{2}$ miles NNW. of the station. Keeper was informed by telephone at 5.15 p. m. by the light keeper at Great Point. Life-savers proceeded to the scene in station wagon, taking tackles, hawser, and anchor. They found the boat driven up on the shore and all the passengers and crew had got ashore. Life-savers carried out an anchor and on the flood tide the boat was hauled afloat. The Crusader proceeded under sail for Nantucket.
Jan. 6	Georgica, New York.....	Power boat, no name	This boat, manned by fishermen, signaled for help. Life-savers went out to boat and repaired the engine.
Jan. 6	Portsmouth, North Carolina.	Sc. Allison Miller....	Stranded $2\frac{1}{2}$ miles W. of the station. She displayed a distress signal, which was discovered by the lookout. Life-savers went to her assistance, lightened the cargo by removing 2 cords of wood, and carried out an anchor. By heaving in on the anchor and by setting her sails, the schooner was floated.
Jan. 7	Cross Island, Maine.....	Gas. sc. Curlew.....	Keeper sighted the vessel $\frac{1}{2}$ mile NE. of the station, flying a distress signal. Life-savers proceeded to the scene in the surfboat. They repaired the engine, and the boat proceeded to her destination.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Jan. 7	Wood End and Race Point, Massachusetts.	Gas. sc. Buena.....	Stranded 2 miles SW. of Race Point station. It was blowing strong from the SE. and raining; the vessel could not make out the light. It was discovered by the lookout when it struck. The life-savers at Wood End were notified by telephone; they tried to launch their surfboat, but the surf was too high. The schooner's crew landed in their dories and were helped out of the surf by the Race Point life-savers.
Jan. 7	Wood End, Massachusetts.	Fish boat, no name..	Ran aground 2 miles E. of the station. It was blowing strong from the SE. and raining. Light-house keeper sent work to the life-savers. They carried out an anchor, discharged the boat of its load of bricks, and hauled it up on the beach. The occupant had got wet, so he was given clothing from the W. N. R. A. supplies.
Jan. 7	Fishers Island, New York.	Barges Helen and Julia.	Wind was blowing a SE. gale, accompanied by rain. At 6 p. m. the lookout discovered 2 lights SE. of the station. The surfboat was launched, but the surf was so high that the boat filled in the second line of breakers and the life-savers were swept ashore. They emptied the boat and were ready to launch a second time, when it was discovered that the barges were drifting in so close as to be reached with the heaving stick. The beach gear was provided and a line was thrown on board the nearest barge. The one occupant came ashore on the line, hand over hand. A line was then thrown to the second barge, the breeches buoy was sent off, and the master and his wife were brought ashore. The rescued persons were furnished with clothing from the W. N. R. A. supplies. They were sheltered and fed at the station until Jan. 9.
Jan. 7	Tathams, New Jersey.....	Catboat, no name...	Wind was blowing a NE. gale. Boat was dismantled $\frac{1}{2}$ mile NW. of the station. The accident was discovered by the lookout and the life-savers went to the aid of the 6 occupants. They assisted in clearing up the wreck and took the catboat to a safe harbor.
Jan. 7	Assateague Beach, Virginia.	Sc. D. J. Whealton..	At 6.15 p. m., the patrol discovered a vessel burning a distress signal, $\frac{1}{2}$ mile SE. of the station. There was a high sea and the wind was blowing a gale. Life-savers proceeded to the scene in their surfboat. The schooner had slipped her anchors to avoid pounding to pieces on the bar, and came ashore in the cove. As there was no danger of the vessel's breaking up, the crew remained on board. The master informed the keeper that he had cut adrift his power boat to prevent its sinking and requested that it be secured. The boat was found up on the beach. The surfmen made necessary repairs, launched the boat, and anchored it in a safe harbor. A wrecking firm secured the schooner's anchors and succeeded in launching her on Jan. 12.
Jan. 7	Wallops Beach, Virginia..	Gas lch., no name, carrying U.S. mail.	Engine became disabled and the launch was driven ashore, $1\frac{1}{2}$ miles W. of the station. The wind was blowing a gale, and the boat's predicament was immediately discovered by the look out. The tide was an unusually high one and, but for the aid of the surfmen, the mail boat would have been left high up in the marshes. She was floated by the surfmen, her engine was repaired, and she proceeded on her way.
Jan. 7	Chester Shoal, Florida.....	Rowboats (4), no names.	Carried away their moorings and were driven ashore. Wind was blowing fresh and there was a high sea. They were discovered by the keeper. Assisted by 2 men with a gasoline launch, he returned the boats to their moorings and secured them with new painters.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Jan. 8	Block Island, Rhode Island.	Small boats, no names.	Keeper received word that the fishermen's boats were being washed off the beach by the heavy seas, driving in before a S.W. gale. Surfmen proceeded to the beach and hauled the boats up to safety.
Jan. 8	Assateague Beach, Virginia.	Sc. Robert J. Toulson.	Fouled anchors in a strong gale and threatened to drag ashore $\frac{1}{2}$ mile S.E. of the station. A distress signal was displayed, which was discovered by the lookout. Life-savers in surfboat went aboard, cleared anchors, and pumped out the schooner.
Jan. 8	do.....	Sc. Melville.....	Dragged anchors in a gale Jan. 7 until her heel bumped on the bottom. Hoisted a distress signal, which was immediately seen by the life-savers. They launched the surfboat, went on board, cleared and weighed anchors, hoisted sails, and piloted the schooner to a safe anchorage.
Jan. 8	Cape Hatteras and Creeds Hill, North Carolina.	Sc. Leonora.....	Patrol from Creeds Hill discovered a light on a vessel in a dangerous position 5 miles E.S.E. of Creeds Hill station. Wind was blowing a gale from W.S.W. and a high sea was running. Keeper was informed and he telephoned to the keeper of the Cape Hatteras station, who sent a surfman to the point of the cape to keep a lookout. A Coston signal was burned at that point, and it was answered by a torch from the schooner. Crews from both stations proceeded with their surfboats to the point of the cape, but nothing could be seen of the wreck. About 2.30 a. m. cries were heard coming from persons on a sand bar, about 200 yards offshore. The surfboat was launched and proceeded to the locality. There two fishermen, Rudolph Almedia and Harry Stead, were found. They had been washed ashore on wreckage and were severely bruised. Almedia was so far gone that it was necessary to resuscitate him. A search was made for the 5 other members of the crew, but none were to be found. The survivors were taken to the Cape Hatteras station and cared for until Jan. 10, when they were given transportation to Norfolk. On the 9th surfmen found and buried 3 bodies that had washed up from the wreck.
Jan. 8	Cape Lookout, North Carolina.	Sc. John Paul.....	Damaged her rudder and anchored outside of the harbor. Hoisted an I. N. C. signal, requesting aid, which was discovered by the lookout. Life-savers, in surfboat, went off to the vessel, but the sea was too rough to go alongside. Keeper promised to return to assist vessel into the harbor, when the sea and weather should abate. He carried a message ashore to the owners and underwriters, notifying them of the accident. The next day the surfmen went aboard, hove in chain, and by the use of the jibs and by dropping her anchor, at times, underfoot, the vessel was worked into a safe anchorage.
Jan. 8	Saluria, Texas.....	Slp. Carrie K.....	Arrived at the station with its supply of drinking water exhausted. At the master's request, the keeper supplied his needs.
Jan. 9	Fort Lauderdale, Florida.	Gas. lch. Kernah....	Master of the launch did not know the channel so the keeper went out in his launch and piloted the Kernah across the bar.
Jan. 9	Grays Harbor, Washington.	Vessel, name unknown.	Anchored N. of the bar, flying a signal. The keeper sent a telegram to town for a tug.
Jan. 10	Bogue Inlet, North Carolina.	Sc. Susanna.....	Life-savers proceeded to a point on the beach, 2 miles N. of the station where the schooner had stranded Jan. 7. It was skidded off the beach and successfully floated.
Jan. 10	Galveston, Texas.....	Slp. Pocahontas....	While anchored $\frac{1}{2}$ mile S.E. of the station, the chain parted and she drifted onto the jetty rocks. The lookout gave the alarm and the surfmen proceeded to the scene. There was a gale blowing from N.W. and there was a high sea. Surfmen carried out an anchor, hove sloop off the rocks, secured anchors and sails, and anchored the sloop in a safe berth.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Jan. 10	Galveston, Texas.....	Gas. sc. E. O. Gladys.	Was discovered by the lookout laboring heavily outside of the bar, about 10 miles E. of the station. She had a distress flag flying. It was blowing a gale from NW., and there was a heavy sea running. The keeper secured a tug which, with the surfboat in tow, started for the schooner. Upon arriving it was found that the pilot boat Texas had put a line aboard and had started for the harbor. The schooner had lost her anchors, and her crew was exhausted. One of them was taken into the surfboat and 1 of the life-savers was placed aboard to take charge. After the schooner had anchored, 2 others of her crew were brought to the station and the sufferers were furnished with stimulants, a warm supper, and dry clothing from the W. N. R. A. supplies.
Jan. 10	do.....	Slp., no name.....	Surfmen assisted in getting a sloop off the mud flats and into the channel. The station skiff was used in this service.
Jan. 11	Pea Island, North Carolina.	Boat, no name.....	Crew assisted to launch a boat at Oregon Inlet.
Jan. 11	Aranas, Texas.....	Gas. lch. Dolly Gray	Discovered by the lookout, trying to make an entrance to the cove. Its engine had broken down and the launch was forced to anchor outside, $\frac{1}{2}$ mile N. of the station, to avoid being driven up on the breakwater. Wind was blowing a W. gale and there was a strong tidal current. Life-savers, in surfboat, proceeded to the scene; they ran out an anchor and hove the launch into a safer berth. They took the 5 passengers and the mail ashore, and, after the machinery was repaired, assisted in heaving up the anchors.
Jan. 12	Metomkin Inlet, Virginia..	Sc. John E. Devlin..	Was in danger of dragging ashore in a SE. gale, 5 miles NNE. of the station, when discovered by the beach patrol. The weather was foggy at the time. He hastened back to the station and gave the alarm. The horse was hitched to the boat wagon and the surfboat was hauled to a point on the beach abreast of the schooner. The boat was launched through a heavy surf and the life-savers reached the vessel only to be capsized by the breaking of the painter while making fast alongside. The life-savers made the shore, righted the boat, and again started out for the vessel. The anchors, in the meanwhile, had dragged and the vessel had taken the beach in a position affording a lee for the surfboat. The 9 members of the crew were safely landed. They were cared for at the station until the 15th. On the 13th the surfmen went out to the wreck and brought ashore the personal effects of the crew. The vessel became a total loss.
Jan. 12	Little Kinnakeet, North Carolina.	Skiff, no name.....	It was discovered by the lookout adrift in Pamlico Sound. Two surfmen, in the supply boat, went out and towed it ashore. It was delivered to its owner.
Jan. 12	Hatteras Inlet, North Carolina.	Sloop, no name.....	With 1 fisherman aboard, stranded in a WSW. gale, $\frac{1}{2}$ mile NW. of the station. It was discovered by the lookout. Surfmen proceeded to the scene, floated the sloop, and cared for the fisherman at the station until the next day.
Jan. 12	Bethel Creek, Florida.....	Fish boat, no name..	Five fishermen called at the station for fresh water. Their needs were supplied by the keeper.
Jan. 12	Fort Point, California.....	Small boat, no name.	With two boys as occupants, it approached too near the shore. It was swamped in the surf and thrown up on the beach near the station. Life-savers hauled up the boat, bailed it out, and launched it through the surf. The boys were unhurt and proceeded on their way.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908			
Jan. 13	Two-Mile Beach, and Cold Spring Harbor, New Jersey.	Sc. Eugene H. Cath-rall.	Struck on Cold Spring Bar, 2½ miles E. of Cold Spring station, and 1½ miles SW. of Two-Mile Beach station. It was discovered by the lookouts at both stations. There was a high sea and the Cold Spring surfboat was hauled 2 miles to a point on the beach, where a launching could be made. Upon reaching the schooner the Two-Mile Beach surfboat was found, lying at anchor near by, ready to render any assistance needed. At the request of the master, the Cold Spring surfman made a trip ashore and telegraphed for a tug and a lighter. They then returned to the vessel. The surfboats loaded up with grain and made one trip ashore; after their return to the schooner the tug and lighter arrived. Life-savers and wreckers then started to transfer the grain to the lighter. At 2 a. m. the sea became too rough, and the work had to be postponed. At 3 a. m. the schooner was forced off the shoal by her own sails and proceeded to Sewalls Point. Life-savers worked at the pumps until 6.40 a. m., when all the water had been pumped out.
Jan. 13	Saluria, Texas.....	(Schooners (3), names unknown.	{ Life-savers sounded the channel and set ranges for 3 schooners that wished to cross the bar.
Jan. 14			
Jan. 15			
Jan. 17	Point of Woods, New York	Gas. lch. Louisa O...	Stranded 1 mile NW of the station. Wind was blowing strong and the sea was rough. It was discovered by the lookout. Life-savers, in surfboat, went on board. They listed her by shifting cargo of sand; and by pushing on oars and backing on engine the launch was worked off into deep water.
Jan. 14			
Jan. 15	Biscayne Bay, Florida....	Gas. lch. Amber Jack.	Engine became disabled and launch stranded 2 miles S. of the station. The occupants, 2 men, came to the station and were lodged for the night. The next morning the keeper rowed them off to the launch, assisted in floating it, and repaired the engine. The men proceeded on their way.
Jan. 17	Maddequet, Massachusetts	Gas. lch., no name...	At midnight the keeper received word from a sailboat that a gasoline launch had broken down off the shoals and had anchored in a dangerous position. Wind was blowing fresh from the NW. and the weather was bitterly cold. Life-savers, in surfboat, proceeded immediately for the scene. The launch was found 2 miles NNE. of the station. It was too rough to take the launch in tow, but the occupant, half frozen, was taken into the surfboat. Keeper placed him at an oar to restore circulation. He was taken to the station, where he was given food and hot drinks. The weather moderated the next day, and the launch was towed in by the owner.
Jan. 17	Ocracoke, and Portsmouth, North Carolina.	Sc. Anne Comber....	Sprang a leak and was run ashore to avoid sinking. Schooner struck 7 miles W. of Ocracoke and 7 miles NNW. of Portsmouth station, over 6 miles offshore. It was discovered shortly after 8 a. m. by the lookouts at both stations, and the surfboats were manned and started for the scene. Wind was blowing strong from the NNE., and the sea was rough. The vessel and cargo could not be saved. The 4 men of the crew were taken to the Portsmouth station, where they were cared for until the next day. The life-savers stripped the schooner of rigging and sails, which, with her stores, were landed at the Portsmouth station. (See letter of acknowledgment, p. 259.)
Jan. 18	Assateague Beach, Virginia.	Str. Margaret Sanford.	Keeper sent a telegram to the owners, notifying them that the tug had broken down. He afterwards conveyed the master and the engineer to town, where repairs were to be made.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Jan. 20	Wallis Sands, and Rye Beach, New Hampshire.	Sc. Agnes Manning.	Missed stays and struck on a rock about $\frac{1}{2}$ mile SW. of Wallis Sands and $\frac{1}{2}$ miles NE. of Rye Beach. It was discovered by the keeper and the patrol of Wallis Sands and by the lookout at Rye Beach. Life-savers in surfboats, from both stations proceeded to the scene. Life-savers sent wireless messages for towboat and the revenue-cutter Gresham. A tug soon arrived, but the sea was choppy and the tide had ebbed until it was too late to make an attempt at floating the vessel that day. Life-savers boated ashore the personal effects of the master and crew, and towed to the station a small launch, which belonged to the schooner. Three of the crew were cared for at Wallis Sands station for the night. On the 21st, the revenue cutter Gresham and 3 tugs arrived on the scene. Surfmen assisted in running lines. The Agnes Manning was floated at high water and was towed to Boston. She was leaking slightly.
Jan. 21	Fire Island, New York....	Power boats (2), no names.	Surfmen assisted the chief at the wireless station in launching his boat. On the 25th they assisted in hauling out this same boat and another one.
Jan. 22	Island Beach, New Jersey.	Power boat, no name.	This boat, with 2 men on board, broke down near the station. Life-savers assisted in hauling the boat out on the beach and gave the men lodging for the night.
Jan. 23	Cobb Island, Virginia.....	Sc. Oriental.....	Anchored 1 mile S. of the station and showed a distress signal. It was discovered by the patrol, who reported at the station. Wind was blowing a N. gale, there was a heavy sea, and it was snowing. Life-savers, in surfboat, boarded the schooner and brought the crew to the station. The next morning the life-savers went aboard with the crew and assisted in working the vessel into a safe harbor.
Jan. 24	Wood End, Massachusetts.	Gas. lch. Marguerite.	Parted its mooring chain and stranded $\frac{1}{2}$ mile NE. of the station, in a heavy storm of wind and snow. It was discovered by the keeper. Life-savers, in the surfboat, after a hard pull of $1\frac{1}{2}$ hours through a high sea, reached the launch. The 5 occupants, who were covered with ice, were taken into the surfboat, conveyed to the station, and given lodging for the night.
Jan. 24	Hereford Inlet, New Jersey.	Gas. lch., no name..	Was dragging to sea when discovered by the patrol. Wind was blowing a gale, accompanied by a thick snowstorm. Surfmen went out and secured it with a heavier anchor and a longer cable.
Jan. 24	do.....	Skiff, no name.....	This boat had parted its cable, when discovered by the life-savers. They secured it in a safe anchorage.
Jan. 24	Hereford Inlet, and Holly Beach, New Jersey.	Gas. sc. Thomas Martindale.	Had drifted out of Anglesea Harbor and was drifting to sea. Wind was blowing a gale from NNW., accompanied by a snowstorm. There was a rough sea. When discovered by the patrols of the two stations, it was 5 miles out to sea. Life-savers launched their surfboats and, after a hard pull, went on board. They assisted in weighing anchor, in making sail, and in working the vessel back to port.
Jan. 24	Hog Island, Virginia.....	Sc. Alberta.....	Dragged anchors and stranded $\frac{1}{2}$ mile S. of the station. There was a strong NW wind and a rough sea. Vessel hoisted a distress signal, which was discovered by the lookout. Life-savers, in surfboat, went aboard, carried out anchors, reefed and hoisted sails, and worked schooner into deep water.
Jan. 25	Rocky Point, New York..	Str., name unknown.	Was discovered 5 miles offshore, standing down the Sound under sail with ensign union down. The keeper telegraphed to New London for the U. S. revenue-cutter Dexter and for a tug. Life-savers, in surf-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908			
Jan. 25	Rocky Point, New Jersey.	Str., name unknown.	boat, then started for the steamer. Weather became so thick that it was lost to view. Search was made for some time, but as night was coming on the life-savers returned to the station. When the weather cleared, the disabled steamer was seen in tow of a tug.
Jan. 25	Hereford Inlet, New Jersey.	Gas. lch., no name..	Engine became disabled about 2 miles S. of the station. The occupants signaled to the station for assistance. Their distress was discovered by the lookout. Life-savers, in the surfboat, went to them and towed the launch to the station.
Jan. 25	Gilberts Bar, Florida.....	Rowboat, no name..	Had gone adrift when discovered by surfman, 1 mile S. of the station. It was taken to the station to await claim of owner.
Jan. 26	Rehoboth Beach, Delaware.	Slp. Thelma.....	Frozen fast in the ice, 2½ miles SW. of the station. It was discovered by the lookout. Life-savers manned a bateau and started for the scene. It took 3 hours to break out a channel to the sloop. As the ice was drifting, the life-savers were obliged to wait until the next day, spending the night on the Thelma. The sloop's dory, which had gone adrift, was then secured and the sloop was got underway and taken down the bay.
Jan. 27	Newburyport, Massachusetts.	Sailboat, no name...	With one occupant, capsized in Merrimac, and was discovered by the light-house keeper. Accident could not be seen at the life-saving station, but notification was telephoned from the light-house. Life-savers proceeded to the scene, but the occupant was picked up by another boat. They picked up all equipments, righted the boat, and towed it to the station.
Jan. 29	Sandy Hook, New Jersey..	Bge. A. J. Rope.....	Anchored in Bay with ensign union down. Life-savers in surfboat went aboard and found her slightly aground. They notified the owner by telephone.
Jan. 30	Coskata, Massachusetts....	Bgn. Fredericka Schepp.	Dragged 2 anchors 6 miles and stranded 3 miles SSW. of the station. Wind was blowing strong from the NW. and the sea was rough. Crew of vessel burned torches, which were discovered by the lookout at 3 a. m. There was a high surf, preventing the launching of the surfboat near the station. Boat wagon was hauled to a point on the beach abreast of the wreck and the life-savers succeeded in getting on board. The vessel's crew safely landed in the surfboat and were taken to Nantucket in the fishing steamer Petrel. The mate was furnished with clothes from the W. N. R. A. supplies and given board and lodging at the station for 5 days.
Jan. 31	Portsmouth, North Carolina.	Sc. Mary and Anna Beswick.	Stranded 1 mile ENE. of station. Life-savers, in surfboat, proceeded to scene. They ran out an anchor and attempted to haul the schooner into deep water. As the tide had fallen, the attempt was unsuccessful. During February, the surfmen were engaged nearly every day on the schooner, carrying out anchors and at high water hauling her toward deep water. They supplied the master with fresh water, fuel, and provisions. On Feb. 27 at flood tide, the schooner was floated.
Feb. 1	Maddequet, Massachusetts.	Catboat, no name...	Frozen in the drift ice which was being blown to sea by strong SE. wind. When ¼ mile N. of station, day watch saw the situation and life-savers dragged small boat over the ice and, with axes, cut her free and towed her inside.
Feb. 1	Smiths Point, Bellport, and Blue Point, New York.	Br. bk. Puritan.....	In tow of tug Teaser; wind blowing SSE. gale and tug being unable to make any headway, cast her adrift at 9 a. m. 2½ miles off Bellport station and bark then let go both anchors. Keeper notified Maritime Exchange and revenue-cutter Mohawk, and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908 Feb. 1	Smith Point, Bellport, and Blue Point, New York.	Br. bk. Puritan	kept a close watch on her until she parted her chains at 12.30 p. m., when Smiths Point and Blue Point stations were notified and the beach apparatus hurried up the beach to where she would likely come ashore. She stranded 2 miles W. of Bellport station, driving over the outer bar and coming broadside on the beach about 125 yards offshore. Five of her crew launched one of their boats and with some difficulty effected a landing. Life-savers were on the spot a few minutes later, and, taking a picked crew from the 3 stations, launched the ship's boat, went out and brought safely to shore her crew of 7, master's wife and 2 children, and stewardess; 16 in all landed. The master and mate refused to leave the ship. The men and women were furnished with dry clothing from the W. N. R. A. supply. Bark's crew were cared for at station until the 3d and master's wife and 2 children until she was floated. Wreckers began work on the 13th and floated her on the 28th. Life-savers maintained constant watch and kept gear ready for service for landing those on board in case of necessity (master and mate remained on board) from the date of the stranding until she was released. (See letters of acknowledgment, p. 260.)
Feb. 1	Saluria, Texas.....	Slp. Oregon.....	Out of provisions and prevented by strong head winds from reaching a source of supply; furnished by keeper with all that could be spared.
Feb. 1	Brazos, Texas.....	Catboat Captain Reed.	Capsized $1\frac{1}{2}$ miles NW. of station, one man on board. Seen by station lookout and crew went out in surfboat, picked up the man, righted and bailed out his boat, and towed her to the station.
Feb. 2	Wallops Beach, Virginia..	Slp. Volunteer.....	Missed stays and stranded on Gumboat bar, $1\frac{1}{2}$ miles ENE. of station. Seen by lookout, and surfboat was loaded on boat wagon, hauled up to the bar, launched, and life-savers went on board, ran out anchors, and remained until flood tide, when they hoisted her afloat and took her to a safe anchorage inside.
Feb. 3	Assateague Beach, Virginia.	Str. Asher J. Hudson.	With 2 barges in tow came in, flying distress signals. Life-savers boarded her in surfboat; her steering gear was disabled. Master requested keeper to send message to owners, which was done. Damage was repaired by force on board.
Feb. 3	Oak Island, North Carolina.	Small boat, no name.	Found in the surf $\frac{3}{4}$ mile W. of station; hauled out and held for claimant; delivered to owner on the 8th.
Feb. 3	Saluria, Texas.....	Gas. lch., no name..	Out of fresh water; furnished with a supply from station cistern.
Feb. 4	Cranberry Islands, Maine..	Aux. slp. Oceanus..	Parted her moorings Feb. 1 and stranded in Southwest Harbor, 6 miles W. of station. Upon request of owner went to the scene in motor boat on the 4th, and working with the revenue-cutter Woodbury, succeeded in floating her.
Feb. 4	Ditch Plain, New York...	Br. str. Winifred....	Lost her propeller and anchored $1\frac{1}{2}$ miles SE. of Montauk light and 5 miles E. of station. Set signals which were seen at the light-house and keeper was notified. Life-savers went out in surfboat and master requested keeper to send telegram to agent in New York for assistance. This was done, and tug arrived on the 5th and took her in tow.
Feb. 4	Hatteras Inlet, North Carolina.	Yawl boat, no name.	Adrift; picked up by life-saving crew in supply boat and brought into harbor. Belonged to schooner ashore at Ocracoke.
Feb. 4	Fort Lauderdale, Florida..	Gas. yt. Mindanao...	Missed the channel and stranded on New River inner bar, 200 yards SW. of station. Keeper went out in small boat and ran a line ashore, but they were not able to hoist her afloat and waited until high water; 9

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Feb. 4	Fort Landerdale, Florida.	Gas. yt. Mindanas..	p. m. she floated, but was not under control in the high wind, and signal was made for assistance. Keeper took a kedge anchor out in small boat, kedged her over into the channel, and piloted her in to a safe anchorage.
Feb. 4	Saluria, Texas.....	Sc. Susie.....	Set ranges for her to go out across the bar by, but finding the bar breaking badly she returned and anchored inside.
Feb. 5	Cranberry Islands, Maine.	Sc. Annie R. Lewis.	At anchor 3 miles NW. of station, leaking badly. Upon request by telephone, station crew went to her assistance in small boat, pumped her out, got her underway, and stood by until a towboat arrived.
Feb. 5	Fort Lauderdale, Florida.	Cuban str. Bayamo..	Stranded on a reef 4 miles NNE. of station at 5 a. m. Keeper telegraphed Lloyd's agent at Miami, and until her release carried dispatches back and forth, and gave shelter and transportation to interested parties, using power small boat. He also kept in touch with stranded steamer by means of the International Code, transmitting many messages to and from steamer by this means. Feb. 16 Merritt-Chapman Wrecking Co. took charge and floated her on the 20th.
Feb. 5	Coos Bay, Oregon.....	Skiff, no name.....	Adrift in the bay; picked up by life-boat, towed in, and turned over to owner.
Feb. 5	Coquille River, Oregon....	Str. Liberty.....	Driven ashore $\frac{1}{2}$ mile N. of station by strong SE. gale. Life-saver crew went at once in surfboat, landed mail and passengers (21) at Bandon, making 2 trips, then returned, ran out anchors, rigged up heaving gear, and, at high tide, assisted to heave her afloat.
Feb. 6	Salisbury Beach, Massachusetts.	Skiff, no name.....	Adrift in the surf; hauled up to a safe place by surfman and held for claimant.
Feb. 6	Big Kinnakeet, Cape Hatteras, and Creeds Hill, North Carolina.	Sc. Maggie E. Davis.	Parted her chains and stranded in Buxton harbor, 6 miles N. of Creeds Hill station, Feb. 2. Crews of Cape Hatteras and Creeds Hill stations worked the 6th, 7th, and 8th, assisted on the 8th by the Big Kinnakeet crew, trying to launch her. Water very low, decided to wait for high tide, and on the 20th, a NW. gale making high water, Cape Hatteras and Creeds Hill crews returned, ran out anchors, hove her afloat, and took her to a safe anchorage.
Feb. 7			
Feb. 8			
Feb. 20			
Feb. 7	Fenwick Island, Delaware.	Str. Somers N. Smith	Anchored abreast station and signaled request to be reported to her owners; request was complied with.
Feb. 8	Cuttyhunk, Massachusetts	Str. J. T. Sherman..	The small boat used as tender to this steamer being frozen in, keeper went out in surfboat, landed mail and passengers, and when return mail was ready, put it and outgoing passengers on board.
Feb. 8	Portsmouth, North Carolina.	Sc. William W. Converse.	Discovered coming inshore under reduced canvas and flying distress signals. Life-savers boarded her in surfboat and found that some of her spars and sails had been blown away in a gale. Brought her to anchor 10 miles SSW. of station, returned to shore, and telegraphed for the revenue-cutter Seminole to tow her into port.
Feb. 8	Galveston, Texas.....	Slp. San Antonio....	Up against the windward side of the R. R. bridge 9 miles W. of station, with jib and main boom broken and her crew of 2 unable to get her clear. Life-savers went to the scene in the surfboat, shoved her out clear and towed her along the bridge to the draw and through the draw, set sail reefed, and she proceeded on her way
Feb. 9	Fort Lauderdale, Florida.	Yt. Lady Amella....	Out of fresh water; furnished supply from station cistern.
Feb. 9	Saluria, Texas.....	Sc. Susie.....	Keeper set ranges on the bar channel for her to go out by.
Feb. 9	Fort Point California.....	Slp. Edna.....	Stranded 1 mile E. of station. Life savers proceeded to the wreck in power lifeboat and pulled on her for 2 hours trying to get her afloat, but without success; ran out an anchor, dropped it well offshore, and re-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Feb. 9	Fort Point, California.....	Slp. Edna	turned to station to await morning high water. Her master was brought to the station, given food, stimulant, dry clothing from the W. N. R. A. supply, and shelter for the night. In the morning the sloop's crew pulled her afloat by means of the anchor planted the night before. Lifeboat towed her in to her anchorage.
Feb. 12	Saluria, Texas	Sc. Susie.....	Fresh water supply lost in storm; replenished from station cistern.
Feb. 12	Louisville, Kentucky.....	Coal flat Tom.....	Adrift off the foot of Third street and in danger of going over the falls; 2 men on board. Station boat went out and towed it in to its mooring.
Feb. 13	Straitsmouth, Massachusetts.	Str. Dudley Pray...	Stranded on the S. end of Sandy Bay breakwater, 1½ miles NE. of station. Life-savers went aboard in surfboat; returned to shore and wired owners for assistance. Upon arrival of tugs went back to wreck and assisted to throw overboard coal and ballast, run lines, etc., but tugs were unable to float her; transferred her crew of 11 to one of the tugs and, as she was badly damaged, she was finally abandoned. A wrecking company eventually raised her, removed engine, boiler, and everything of value, but the hull was damaged beyond repair and was blown up.
Feb. 13	Jones Beach, and Zachs Inlet, New York.	Br. str. Roda.....	Stranded ½ mile SE. of Jones Beach station in thick fog. Discovered by beach patrol and life-savers boarded her in surfboat. Her crew refused to leave, as weather was mild, and station crew returned to shore and wired for tugs. At 7 a. m. of the 14th, assisted by Zachs Inlet crew, again boarded her and her crew again refused to leave; sent dispatches to her owners. 1.30 a. m. of the 15th, heavy weather coming on, steamer sounded distress signals, life-savers boarded her and landed 12 men the first trip, 8 the second, and 3 the third. Master and 2 officers refused to leave the vessel at this time. Those who were landed were sheltered and fed at the station and given dry clothing from the W. N. R. A. supply where needed. Storm increasing, at 11 a. m. master signaled for help and, assisted by Zachs Inlet crew, surfboat was launched and the 3 officers landed, made comfortable at station and supplied with dry clothing. The vessel became a total loss. Life-saving crews received valuable assistance in their operations from 15 wreckers who were sheltered at the station. Jones Beach station supplied shipwrecked crew and wreckers shelter and a total of 348 meals. (See letter of acknowledgment, p. 260.)
Feb. 14	Wood End, Massachusetts.	Gas. slp. Active.....	Stranded 1 mile SE. of station at 11.30 a. m. Seen by station lookout, and life-savers went on board in surfboat, but as they could do nothing at that time, returned to station. At 9.30 p. m. went back, ran out anchors, and hove her afloat.
Feb. 14	Atlantic City, New Jersey.	Rowboat, no name..	Stranded and sunk 300 yards N. of station at high water of the 13th. Low water of the 14th, surfmen shoveled the sand and water out, launched her, and turned her over to owner.
Feb. 15	Moriches, Forge River, and Smiths Point, New York.	Sc. Howard B. Peck.	Stranded in thick fog at 3 a. m., ½ mile SW. of Forge River station. Discovered by patrol at 5.15 and adjacent stations notified by telephone. Crews from the 3 stations took the beach gear adjacent to the wreck and fired one shot, which landed on the fore top; the whip line and tail block were hauled out and secured, and in a very short time her crew of 7 were landed in the breeches buoy. They were given dry clothing, taken across the bay on scooters, and furnished transportation to New York City. The schooner became a total loss.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Feb. 15	Rocky Point, New York..	Bges. (2), names unknown.	At anchor and dragging toward shore; revenue-cutter and wrecking company notified by telegraph.
Feb. 15	Portsmouth, and Core Bank, North Carolina.	Sc. Melrose.....	Stranded halfway between the 2 stations, 10 miles from each, at 3 a. m. In S. E. gale and thick weather. Notified by messenger, life-savers arrived with beach apparatus at noon and fired 2 shots, the second one landing on the vessel; the gear was rigged up and a surfman sent on board to supervise the landing. Her crew of 8 were safely landed and all, except the master, taken to Core Bank station and furnished dry clothing from the W. N. R. A. supply and shelter. On the 16th, Core Bank crew boarded the wreck in surfboat and landed the crew's personal effects. On the 17th, the revenue-cutter Seminole arrived off the station and the schooner's crew were put on board and taken to Beaufort. The Melrose became a total loss.
Feb. 15	Saluria, Texas.....	U. S. Revenue-cutter Windom.	Responding to signal, keeper boarded her in surfboat and at request of commanding officer sounded out the bar; found only 9 feet of water on bar, and as cutter drew 9 feet she could not cross.
Feb. 16	Peaked Hill Bars, Massachusetts.	Gas. lch., no name...	Engine disabled 10 miles at sea on the 14th, drifted ashore and stranded $\frac{1}{2}$ mile W N W. of station at 7.30 a. m. Discovered by day watch and life-savers hauled the boat up in safe place, took the 2 men to station, and gave them dry clothing, warm whisky, and breakfast.
Feb. 16	Yaquina Bay, Oregon.....	Gas. scow, no name..	En route from Newport to South Beach, broke down and mail carrier who was on board anchored her and went on in small boat. Seen from station to be dragging her anchor, boat's crew went out in small boat, towed her over to South Beach, and anchored her in safe berth.
Feb. 17	Lone Hill, New York.....	Slp., no name.....	Full of ice and water and frozen in $\frac{1}{2}$ mile N E. of station. Crew went to her over the ice, bailed her out, broke her way through the ice to shore where she was secured to await a claimant.
Feb. 17	Santa Rosa, Florida.....	Nph. lch. Eagle.....	Adrift $\frac{3}{4}$ miles NW. of station, engine broken down. Discovered by station lookout and life-savers went out in power surfboat and towed her to Pensacola; owner and family—5 all told—on board.
Feb. 17	Yaquina Bay, Oregon.....	Scow, no name.....	Swamped abreast Newport, drifted down with the ebb tide and when abreast the station launchway life-savers beached and secured her. On the 20th, her 80-pound anchor was recovered by station crew and turned over to owner.
Feb. 18	Wood End, Massachusetts	Power dory, no name	Found ashore by the S. patrol, who secured it and notified owner.
Feb. 18	Cape May, New Jersey.....	Str. Atlas.....	Stranded on Prissy Weeks Shoal, 1 mile S. of station, at 3.45 a. m. and burned an oil barrel. Station crew responded at once in surfboat, found her leaking badly, steam pipe broken, and fires out. Life-savers bailed her out, made temporary repairs, built fires under boiler, and worked her off under her own steam, took her inside the cape and, keeping her free of water with buckets, took her to the nearest harbor—Maurice River, 20 miles distant—where she was run on a mud bank until repairs could be made.
Feb. 18	Isle of Wight, Maryland...	Houseboat, no name.	Upon request of owner, life-savers assisted him to get his houseboat off a bank.
Feb. 19	Gloucester, Massachusetts.	Str. of Boston and Gloucester Steamboat Co.	Upon request of owners, reported to them when their steamer was sighted. Weather was thick and snowing and they felt some anxiety about her.
Feb. 20	Point Judith, Rhode Island.	Str. Piedmont.....	Signaled request to be reported to her owners, which was complied with.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Feb. 22	Race Point, Massachusetts	Gas. lch., no name...	Broke down and stranded 2 miles SW. of station. Keeper took part of crew and team, went to the boat, and got her afloat without damage.
Feb. 22	Two Rivers, Wisconsin, Lake Michigan.	Gas. lches. (3), Golden, Ella, and no name.	The harbor entrance becoming blocked with drift ice, these 3 fishing boats were unable to get in. Keeper, asked for assistance, took the practice drill hawser, made it fast to the stalled launches and the other end to one inside with good power and it succeeded in pulling them through the ice and into the harbor.
Feb. 23	Little Egg, and Little Beach, New Jersey.	Str. Gypsum King, bge. J. B. King No. 19, and bge. J. B. King No. 20.	Stranded on outer shoals Little Egg Harbor Inlet, 3 miles SE. of Little Egg station, at 12.20 a. m. Both stations, seeing the lights in dangerous locality, burned costons and proceeded to the scene in surfboats. Arriving on board, keepers took soundings and advised master of tug as to best water. At 2.20 a. m. the Gypsum King floated under her own power. At request of master, Little Egg crew returned to shore to telegraph for assistance and Little Beach crew stood by. The first-named crew came back at 6 a. m., and at 11.20 tug had pulled both barges afloat, life-savers running lines and rendering all necessary boat service.
Feb. 24	Point Adams, Oregon.....	Gas. lch., no name...	At request of owner, towed his disabled launch from the station to Fort Stevens wharf with surfboat.
Feb. 25	Point Allerton, Massachusetts.	Sc. Yakima.....	Stranded on Rams Head bar, 2½ miles NNW from station, at 4 a. m. Life-savers went on board in surfboat and assisted by running lines to tugs, etc. She was floated by 4 towboats at 4.30 p. m. and taken to Boston.
Feb. 25	Hereford Inlet, New Jersey.	Gas. sc. Alberta L...	Stranded on Hereford Inlet bar, ¾ mile ESE. of station, at 8 p. m. Discovered by patrol and life-savers went on board in surfboat and assisted to run out anchor and heave her afloat. A Milburn water light was used with excellent results, giving a good light to work by.
Feb. 27	Bethel Creek, Florida.....	Yt. Darling.....	Out of fresh water; furnished supply from station cistern.
Feb. 28	Burnt Island, Maine.....	Gas. lch., no name...	Engine broke down ½ mile NW. of station, towed her to station mooring with power small boat and, not having completed repairs by night, towed her to owner's home, Magee Island, 2½ miles distant.
Feb. 28	Point of Woods, New York.	Br. bk. Puritan.....	In tow of wrecking tug but making no headway, set signal for another tug. Keeper acknowledged signal and notified Western Union telegraph operator. At 2 p. m. another tug arrived.
Feb. 29	Race Point, Massachusetts.	Gas. lch. Alice.....	Leaking badly and beached 2 miles SSW. of station to prevent sinking. Discovered by keeper and station crew hauled her up out of the surf to a safe place.
Mar. 1	Burnt Island, Maine.....	Sailboat, no name...	Beached 3½ miles NNE. of station, 1 man, 2 women, and 5 children on board. Night coming on and threatening to snow, life-savers went out in service motor boat and towed her in.
Mar. 1	Galveston, Texas.....	Sc. Fortuna.....	Stranded ¾ mile N. of station. Seen by keeper, and life-savers went on board in surfboat, ran out an anchor, and after ½ hour's work hove her into deep water.
Mar. 1	Saluria, Texas.....	Gas. yt. Dena H.....	Master came to station and asked if he could cross the bar. Keeper told him he would set channel ranges as soon as he regarded the bar as safe. On the 2d, ranges were set and the vessel went out without mishap.
Mar. 1	Racine, Wisconsin, Lake Michigan.	Gas. lch., no name..	Belonging to the Racine Reef Light station, while trying to get into the harbor, got caught in the heavy drift ice and became disabled. Keeper employed the tug Emma

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Mar. 1	Racine, Wisconsin, Lake Michigan.	Gas. lch. no name...	Blocker and went to the launch's assistance on her. After 1½ hours' effort, tug succeeded in working through the ice, got a line on board, and towed her out to clear water.
Mar. 2	Wood End, Massachusetts.	Sc. Francis V. Silva.	Ran ashore in thick snowstorm at 10 p. m. of the 1st, 1 mile SE. of station. Lookout saw her signal lights and life-savers went to scene in surfboat. As tide was falling, nothing could be done, returned to station and at high water of the 2d went back, set all sail, and drove her off into deep water.
Mar. 2	Gilgo, Jones Beach, and Zachs Inlet, New York.	Str. Coamo.....	Stranded in thick fog 1 mile SW. of Jones Beach station at 8.35 a. m., 104 passengers and 92 crew on board. Keeper heard her distress signals and station crew went on board in surfboat, made arrangements for landing passengers, returned to station and reported stranding, and wired for tugs. Telephoned to Gilgo station for help and went back to steamer. Gilgo crew responded in surfboat and Zachs Inlet crew also arrived in their surfboat. Tugs came at 4.45 and floated her at 5.45, crews from the 3 stations standing by until she got clear.
Mar. 3	Cleveland, Ohio, Lake Erie.	Iceboat, no name....	Ran into a hole in the ice ¼ mile SW. of station. Keeper assisted to extricate it and it proceeded undamaged.
Mar. 5	Louisville, Kentucky.....	Flatboat Ed.....	Discovered by lookout to be adrift in the river off the foot of 3d street, 5 men and a load of coal on board. Crew went out in station boat, towed her in to a landing, and moored her securely.
Mar. 6	Santa Rosa, Florida.....	Gas. lch. Robert L. E.	Stopped ¼ mile NE. of station and signaled for assistance. Seen by station lookout and power surfboat went to her aid; found that she was out of gasoline, towed her in to station dock, and keeper loaned master 5 gallons gasoline.
Mar. 7	Portsmouth Harbor, New Hampshire.	Sc. Charlie A. Sproul	Sprung a leak and tug towed her into Spruce Creek, where she was grounded. Life-savers boarded her in surfboat at noon and worked at pumps and shifting cargo until 4 p. m. At 11 p. m. boarded her again and freed her of water, working until 4 a. m.
Mar. 8	Atlantic City, New Jersey.	Gas. lch. Kitty D...	Engine disabled, drifted down, and anchored ½ mile E. of station. Life-savers went out in small boat; launch did not want any help, but upon request her 2 passengers were landed.
Mar. 9	Galveston, Texas.....	Sc. Traveler.....	Sprung a leak and was stranded on the N. end of Pelican Island, 4 miles NW. of station. Reported to keeper by owner's brother and life-savers went on board in surfboat, taking him with them. As her decks were awash and she had sunk down in the sand, nothing could be done; the owner with his clothing was brought back to station. On the 10th, station crew went aboard again in surfboat, but the same conditions prevailed. She was eventually stripped and abandoned.
Mar. 12	Barnegat, New Jersey.....	Gas. lch. Buzzbill...	In attempting to recover small boat adrift, ran aground 1½ miles NNE. of station. Lookout saw the trouble and life-savers went out in surfboat, recovered the small boat that had drifted out to sea in the strong ebb tide, and restored it to launch, which had in the meanwhile worked herself afloat.
Mar. 12	Bulow, Florida.....	Str. Frances.....	Arrived at station with rope fouled in her propeller. Keeper in small boat assisted to cut it out.
Mar. 12	Willapa Bay, Washington.	Fish boat, no name.	Anchored in a dangerous position close to breakers, 2 miles SW. of station. Seen by watch at lookout tower and life-savers went out in surfboat and towed her in around the point to smooth water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Mar. 13	Bulow, Florida.....	Gas. lch., no name..	Disabled; towed by keeper in power small boat to Ormond, Florida.
Mar. 14	Burnt Island, Maine.....	Slp., no name.....	Sunk at her moorings. Station crew assisted owner to raise her, bail her out, and secure her to moorings.
Mar. 14	Gay Head, and Cuttyhunk, Massachusetts.	Br. str. Silvia.....	Stranded on Sow and Pigs Reef, 3 miles W. of Cuttyhunk station at 4.15 a. m. in dense fog, and fired a gun at regular intervals as distress signal. This was heard by patrols from both stations and crews started in surfboats to locate the trouble, Cuttyhunk crew reaching her at 7.30. After consultation with her master, crew went back to station to wire for assistance, returning to the wreck as soon as possible. The Gay Head crew arrived about 8.45 and shortly thereafter the revenue-cutter Mohawk reached the scene, and the life-savers, working with the cutter's crew in their boats, and a volunteer crew in a boat of the Massachusetts Humane Society, transferred the 39 passengers and all their baggage to the revenue-cutter. In the afternoon, the sea becoming rough, the steamer's boats were launched and her crew of 35 and some provisions taken in to the Cuttyhunk station with the assistance of volunteers in power boats. They were sheltered for the night and in the morning life-savers helped put them back aboard the Silvia, carried messages back and forth, and cared for the boats and personal effects of the crew left at station. On the 16th, a tug came and got her boats and crew's baggage. The Silvia went to pieces on the 24th, becoming a total wreck.
Mar. 14	Gilberts Bar, Florida.....	Gas. lch. Marguerite..	Adrift 2½ miles SW. of station, engine broken down, 5 people on board. Keeper in small sailboat took her in tow for 1½ hours, when another launch came along and relieved him.
Mar. 14	Evanston, Illinois, Lake Michigan.	Catboat, no name...	Adrift ¼ mile E of station; picked up by keeper in small boat, and later turned over to owner.
Mar. 15	Point Judith, Rhode Island.	Bge. Susquehanna..	In tow of tug, broke adrift and set distress signals. Life-savers boarded her in surfboat and found rudder disabled. Tug anchored other barges and came back for her. Keeper was requested to report the situation to her owners, which was done.
Mar. 15	Forked River, New Jersey.	Catboat Edith.....	Stranded in Aliens Cove, ¼ mile NW. of station, at 7.15 p. m. Life-savers went on board in small boat and succeeded in floating her at 10.15.
Mar. 15	Saluria, Texas.....	Aux. sc. Louisa.....	Stranded on the flats at the N. entrance to Saluria Bayou. Life-savers boarded her in 2 small boats, ran out an anchor, and hove her afloat; piloted her in through the deep channel into Saluria Bayou.
Mar. 15	Yaquina Bay, Oregon.....	Scow, no name.....	Drifting down the bay with the strong ebb tide. Surfmen took anchor and line out in small boat and secured her.
Mar. 16	Fire Island, New York....	Small boat, no name..	Surfmen assisted the Western Union operator to launch his boat, which has been laid up all winter.
Mar. 16	Grays Harbor, Washington.	Sc. Mildred.....	Struck on the Jetty Rocks, 3½ miles NW. of station and 1½ miles offshore. Seen from the station and life-savers went out in lifeboat and rescued her crew of 9. They were brought to the station, given supper, and dry clothing from the W. N. R. A. supply, later going to Dunwald's Hotel. The vessel became a total loss.
Mar. 16	Yaquina Bay, Oregon.....	Gas. scow, no name..	Capsized at her moorings during the night. Life-savers went out in small boat, righted and beached her, bailed her out, and anchored her off South Beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Mar. 18	Durants, North Carolina.	Sc. South Lake.....	Dragged anchor during the night and stranded on Old House shoal, 2 miles N. of station. Discovered at daylight, and life-savers went out to her assistance in power lifeboat, pulled her afloat, and anchored her in deep water.
Mar. 19	Fire Island, New York....	Slp. J. H. Still.....	Missed stays and stranded 1 mile NW. of station. Life-savers went to her assistance in surfboat, ran out an anchor, and tried to heave her afloat. Wind was strong on shore and the attempt was unsuccessful. During the night the wind moderated and her crew hove her off on the rising tide.
Mar. 20	Barnegat, New Jersey.....	Str. Piedmont.....	With 2 barges in tow, signaled request to be reported to New York Herald's office, which was done.
Mar. 20	Santa Rosa, Florida.....	Sc. Althea Franklin.	Anchored 10 miles E. of station, disabled. Keeper was informed at 1 a. m., went at once to Pensacola in power boat to notify owners. Life-savers then returned to station and proceeded to the scene in surfboat, where they ran lines for a tugboat which towed the disabled craft to the city.
Mar. 20	Saluria, Texas.....	Aux. sc. Wenar.....	Wishing to make a harbor during bad weather, keeper set bar ranges and she came in by them.
Mar. 20	Brazos, Texas.....	Yawl, no name.....	Capized 2 miles NW. of station and $\frac{1}{2}$ mile from Padre Island light-house, 5 men on board, one of whom was drowned. Look-out seeing the flag signal from the light-house, life-savers went at once in surfboat, found boat capized and 4 men in the water on a small reef. They were taken in the surfboat, landed on the beach, and a thorough but unsuccessful search made for the body of the drowned man. The yawl was picked up and returned to owner on the 25th.
Mar. 20	Arena Cove, California	Bk. Rufus E. Woods.	Str. Francis H. Leggett, having her in tow, set signal "waterlogged." Life-savers went at once in surfboat, and master of steamer requested that the Hammond Lumber Co., of San Francisco, be notified of bark's condition and asked to send a tug when near port. This was done.
Mar. 21	Durants, North Carolina.	Sc. Marblehead.....	Dragged anchors and stranded on Durants Point, 1 mile N. of station, in January. Conditions being favorable, life-savers went to the wreck in power boat, pulled it afloat and anchored it in the channel.
Mar. 21 Mar. 24 Mar. 25	Ocracoke, and Portsmouth, North Carolina.	Slp. Mystery.....	(Parted her cable and stranded on Portsmouth beach, 1 mile E. of Portsmouth station, during the night of the 21st. Crews from both stations made unsuccessful attempts to float her on the 21st and 24th, but succeeded on the 25th. The master was given transportation to the wreck on the 21st, as he was ashore when she stranded, dry clothing from the W. N. R. A. supply at Portsmouth station on the 24th, also food and shelter at the latter station on the 24th. (See letter of acknowledgment, p. 261.)
Mar. 21	Brazos, Texas.....	U. S. revenue-cutter Windom.	Stopped off the bar and set signal to send boat. Keeper went on board in surfboat and gave her captain the information he asked for relative to the bar, etc.
Mar. 21	Michigan City, Indiana, Lake Michigan.	Gas. lch. Rambler ..	Parted her moorings and drifted on the beach. Keeper went out in small boat, picked her up, and turned her over to owner.
Mar. 22	Fire Island, New York....	Small boat, no name.	Station crew assisted the Western Union telegraph operator to launch his boat.
Mar. 22	Forked River, and Barnegat, New Jersey.	Gas. lch. Alberta....	Stranded in Barnegat Inlet, $\frac{1}{2}$ miles ESE. of Barnegat station, at 6 p. m. Crews from both stations went to her assistance in surfboats, ran out an anchor, and got her afloat about 9.30 p. m.
Mar. 23	Creeds Hill, and Durants, North Carolina.	Nor. str. Antonio Lanasa.	Stranded in foggy weather $\frac{1}{2}$ mile SW. of Durants station at 5.30 a. m. Discovered shortly thereafter, and life-savers went to the scene with beach gear and fired 4 shots

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Mar. 23	Creeds Hill, and Durants, North Carolina.	Nor. str. Antonio Lanasa.	over her, the line parting each time until the 4th shot, which was effective. The gear was rigged up and 9 of her crew landed in the breeches buoy. The remaining 14 refused to leave unless the weather got worse. Life-savers then went alongside in surfboat, but they still refused to leave. Creeds Hill crew arrived shortly after Durants and assisted in the operations. The 9 men who were landed were cared for at Durants station until the 24th, when they were put back on board their ship. Life-savers stood by in case of need until she was floated by wreckers on April 11. (See letter of acknowledgment, p. 262.)
Mar. 23	Aransas, Texas.....	U. S. revenue-cutter Windom.	Keeper boarded her in a surfboat, piloted her in over the bar and to an anchorage. On the 25th he again boarded her and piloted her out.
Mar. 24	Saluria, Texas.....	Aux. sc. Pearl.....	Set ranges for her to cross the bar, going out.
Mar. 25	Hunllwells Beach, Maine.	Slp., no name.....	Disabled and blown to sea. Seen by station watch and life-savers went to her assistance in surfboat. Upon arrival, 6 miles offshore, found her anchored but dragging and her crew of 2 in small boat, and they too were drifting to sea, not being able to row against the strong wind. Surfboat picked them up and put them back on the sloop. The revenue-cutter Woodbury coming in sight, life-savers signaled her, and she ran a line to the sloop and towed it into the river. (See letter of acknowledgment, p. 261.)
Mar. 25	Ocracoke, and Portsmouth, North Carolina.	Br. str. Dunkeld....	Stranded on Ocracoke bar, 4 miles S. of Ocracoke station, and set distress signals. These were seen by lookouts from both stations, and crews went to assistance in surfboats. Sent telegram to revenue-cutter and run out anchor; remained on board until the 27th, running lines to cutters Onondago and Seminole and doing everything that could be done. On the 27th, a wrecking company took charge, and life-savers returned to their stations. Steamer was floated on the 28th. (See letter of acknowledgment, p. 261.)
Mar. 25	Fort Macon, North Carolina.	Gas. lch., no name..	Engine broke down 1 mile ESE. of station. Keeper discovered her drifting out to sea, and life-savers went out in surfboat and took her in tow until repairs could be made.
Mar. 25	Coos Bay, Oregon.....	Gas. lch. Dixie.....	Stranded at the entrance to South Slough, 2 miles S. of station, crew of 2 and 20 passengers on board. Life-savers went to her assistance in lifeboat and soon pulled her afloat. Fifteen of the passengers who had waded ashore when she stranded were then put back on board in lifeboat.
Mar. 26	Marblehead, Ohio, Lake Erie.	Gas. lch., no name..	Engines broken down and drifting out into the lake before a strong S. gale. Discovered at midnight by assistant keeper of Marblehead light, who notified keeper. A volunteer crew was quickly assembled (inactive season) and went to look for launch in surfboat. Found it at 1.30 a. m., 5 miles E. of Marblehead light, and attempted to tow it to Marblehead, but after 4 hours' fierce struggle under sail and oars against the gale, gave it up and landed at the south quarry dock, Kelleys Island, at 6 a. m., where the 2 men on the launch were cared for at a fisherman's shanty. As it was too rough for the surfboat to remain on the south shore, another attempt was made by the boat's crew to reach Marblehead, but again the gale and seas were too much for them, and they finally made shelter under the lee of the north side of Kelleys Island at 11.30 a. m. They were soaked to the skin and had been without food since the day before. In the afternoon the wind and sea moderated and they returned to the station at 7 p. m.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
-1908. Mar. 27	White Head, Maine.....	Aux. slp. Klondike..	Sunk at her moorings in Seal Harbor, 1½ miles N.E. of station, in a S.W. gale during the night. Notified by owner, keeper went out with station crew in surfboat, raised and bailed her out, and put her back to the moorings.
Mar. 27	Bonds, New Jersey.....	Sc. Susan L. Watson.	Stranded 1 mile N. of station. Life-savers went on board in small boat, ran out an anchor, and hove her afloat.
Mar. 28	Creeds Hill, North Carolina	Slp. Edith.....	Sunk at anchor 3 miles N.W. of station in N.W. gale on the night of Mar. 20. On the 28th station crew assisted to pump and bail her out, took her to shallow water, and put skids under and blocked her up so that owner might make necessary repairs.
Mar. 29 Mar. 30	Core Bank, North Carolina.	Gas. yt. Tyche.....	Stranded on Drum Shoal, 2½ miles N. of station. Life-savers went on board in small boat and ran out an anchor. As tide was low, decided to wait for better water, and during the night she floated off. Keeper went on board in small boat on the 30th, and piloted her through the sound as far as Harbor Island.
Mar. 29 Mar. 30	Fort Lauderdale, Florida..	Aux. slp. Granger...	In charge of Captain Lund, having on board his aged father-in-law, who knew absolutely nothing about boats. While 15 miles E. of Cape Florida, Captain Lund was struck by a swinging boom and knocked overboard. The old man did not know how to stop the engine, so steered the boat in circles all night and at daylight headed her in for the beach, guided by the sun. She struck 1 mile S. of station and keeper went out in power small boat, took the old man, who was badly used up, to the station, gave him food and stimulant, and later put him on the train. He authorized keeper to take charge of wrecking operations, and on the 30th the boat was floated and brought inside to a safe anchorage.
Mar. 30	Gloucester, Massachusetts.	Small boat, no name.	Surfman Murphy, on day leave, assisted to rescue a man and his 2 children who were thrown into the water by the capsizing of a boat in which the man was placing a mooring. The accident occurred 1½ miles N.E. of station.
Mar. 30	Point of Woods, New York.	Aux. slp. William H. Rowe.	Stranded ½ mile N.W. of station. Seen by station watch and life-savers went on board in surfboat, ran out anchor, and, assisted by sails and boat's own motive power, hove her afloat and piloted her into the proper channel.
Mar. 30	Barnegat, New Jersey.....	Cat yt. Yampa.....	Parted her cable about 4 a. m. and stranded ½ mile N.W. of station. Station crew went to her in small boat at high water and succeeded in getting her afloat without damage.
Mar. 31	Blue Point, New York....	Aust. str. Carolina...	Discovered close to shore by keeper at 9.10 p. m. and a Coston fired to warn her off. This was seen and her engines reversed, but too late, and she grounded lightly at 9.15, ½ mile S. of station; weather thick. Keeper notified both telegraph offices, revenue-cutter Mohawk, Merritt-Chapman Wrecking Co., and adjacent stations. Life-savers boarded her in surfboat and master requested that her agents be notified, which was done. Boat's crew boarded again at 1.45 a. m. and remained some time. She succeeded in working herself off at 4.15 a. m. and continued on her way to New York.
Mar. 31	Yaquina Bay, Oregon.....	Scow, no name.....	Adrift in the strong current. Life-savers went out in surfboat, towed her out of the current, and anchored her. At slack water she was towed to Newport and turned over to owner.
Apr. 1	Damiscove Island, Maine..	Slp. Addie G.....	Sails blew away 1 mile SSW. of station at 7.30 a. m. Seen by keeper, and surfmen went out in power lifeboat and towed her to the wharf in Damiscove Island harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Apr. 1	Gilberts Bar, Florida.....	Gas. lch., no name..	While lying at wharf $\frac{1}{2}$ mile S. of station, sprung a leak. Keeper assisted to trice up her stern and repair broken fastenings of shaft bearing.
Apr. 1	Coos Bay, Oregon.....	Small boat, no name	Surfmen assisted 2 men to launch their boat off the spit near the jetty.
Apr. 2	Muskeget, Massachusetts..	Catboat Margie.....	Dragged her anchors and stranded at 3 a. m. 1 mile SSE. of station. Discovered by patrol and life-savers went to her assistance, ran out her anchor, and hove her afloat at high water.
Apr. 2	Moriches, New York.....	Skiff, no name.....	Capsized 2 miles N. of station, 1 man on board. Seen from station and life-savers went out in small boat and picked up the man and towed his boat in to shore.
Apr. 2	Eatons Neck, New York..	Gas. lch. Martha....	Keeper of Stamford light-house and his wife left Stamford at 5 p. m. in the Martha to go to the light-house. When nearly there the machinery broke down and keeper tried to row to the light, but lost one of his oars and thereafter the boat drifted helplessly before a brisk N. wind across the sound. Patrol sighted them at 11 p. m. 2 miles E. of station and assisted them ashore. They were brought to the station, furnished dry clothing from the W. N. R. A. supply, stimulants, food, etc., and made comfortable for the night. In the morning they were taken to the train and their boat was hauled out and looked after.
Apr. 3 Apr. 4	Potunk, New York.....	Gas. scow Jap.....	Stranded $1\frac{1}{2}$ miles ENE. of station. Discovered by surfman, and life-savers went on board in power small boat, but were unable to float her. On the 4th they again went out with jackscrews, tackles, etc., and worked from 8.30 a. m. until she was floated at 2.30 p. m.
Apr. 3	Core Bank, North Carolina.	Scow, no name.....	Parted its moorings on the night of Mar. 21. Mar. 26 it was found by fishermen, stranded 10 miles SW. of station, and on the 27th surfmen made an unsuccessful effort to float it. Apr. 3 station crew went to scene in small boat, floated the scow, and turned it over to owner.
Apr. 3	Santa Rosa, Florida.....	Sailboat from U. S. S. Scorpion.	Capsized 100 yards N. of station wharf. Seen by station lookout, and life-savers went out in 2 small boats, picked up the 3 sailors, righted their boat, towed it ashore, and bailed it out.
Apr. 3	Charlevoix, Michigan, Lake Michigan.	Str. Little Maeta....	Caught between 2 ice floes 10 miles NW. of station and ran out of provisions. Two of her crew came to station and asked for help to get food and a boat out to her, as they had no small boat. Two weeks' provisions and a heavy skiff were obtained and surfmen assisted to take them out. The ice was very rough, sharp, and slippery in places, with several big windrows to haul the boat over; started at 2 p. m. and arrived just before sundown, sore and tired. Coming back the life-savers had to run for 3 miles to cross a crack in the ice that was widening all the time and threatened to cut them off. The Little Maeta got clear about 10 days later.
Apr. 3	Ludington, Michigan, Lake Michigan.	Sc. D. A. Wells.....	Station crew towed her out to where she could get a good clearance.
Apr. 4	Manomet Point, Massachusetts.	Gas. lch. Virginia...	On account of high wind crew ran her on the beach $\frac{1}{2}$ mile N. of station; life-savers assisted them ashore and hauled her up clear of the sea. On the 5th assisted to get her afloat again.
Apr. 4	Point of Woods, New York.	Sc. Marion L. Curtis.	Stranded on East Island flats, $\frac{1}{2}$ mile NW. of station. Life-savers went out in surfboat and offered assistance. Master asked that some coal be gotten from a coal-laden schooner near by, as his supply was exhausted. This was done, and he declined further assistance, as he had sent for a lighter, which arrived later and took off part of the cargo, after which she floated.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Apr. 5	Salisbury Beach, Massachusetts.	Gas. lch., no name...	Machinery disabled 2 miles SE. of station and a brisk wind was setting her on a lee shore. Seen by station lookout, and life-savers went to her aid in surfboat, towed her to a safe anchorage, and landed her crew of 2, one of whom was given shelter until next day. Station crew assisted to repair launch's machinery, and she proceeded to her destination on the 6th.
Apr. 5	Coskata, Massachusetts...	Sc. Ruth.....	Stranded on Great Point Rip 2½ miles NNE. of station. Lookout saw her trouble and life-savers went on board in surfboat; found her in a bad position, pounding heavily and taking in water. By maneuvering with sails, surfmen got her afloat in about a half hour, pumped her out, and took her into Nantucket harbor.
Apr. 5	Point of Woods, New York.	U. S. light-house tender Daisy.	At request of master, keeper piloted the Daisy in near Lone Hill life-saving station, where a buoy had drifted ashore, and helped recover and reset the buoy.
Apr. 5	Fort Point, California.....	Small boat, no name.	Capsized in the breakers 1½ miles NW. of station, the 2 occupants swimming ashore. Life-savers went out in power lifeboat towed it to Fort Baker, made some repairs of damages, and turned it over to owners.
Apr. 6	Indian River Inlet, Delaware.	Gas. lch. Harriet....	Coming into the inlet, steering gear gave way. Lookout saw she was in trouble and life-savers went out in surfboat and towed her inside to a safe anchorage.
Apr. 7	Mosquito Lagoon, Florida.	Gas. lch., no name...	Keeper furnished owner 5 gallons gasoline to take his boat where some could be bought his supply being exhausted.
Apr. 7	South Haven, Michigan, Lake Michigan.	Gas. sc. Maryette....	Sprung a leak at sea and, coming into the harbor, struck S. pier with her bow and the beacon with her jib boom, breaking jib boom and bowsprit. Life-savers went to her assistance in small boat, took in sails, pumped her out, and put canvas apron under the bow where the leak was. Pumped her out every 2 hours during the night, and in the morning pulled her bow out on a sand bar and stopped the leak by nailing a board and canvas over the hole.
Apr. 8	Sauria, Texas.....	Sc. M. S. Mahon....	Upon request of master, brought mail, supplies, and fresh water from Port Lavaca in supply boat for his vessel.
Apr. 8	Fairport, Ohio, Lake Erie.	Gas. lch. The Happy Boy.	Engine broke down, anchored 1½ miles NW. of station, and signaled for assistance. Discovered by lookout, and life-savers went out in surfboat and towed her in to the station, where the necessary repairs were made.
Apr. 8	Grand Haven, Michigan, Lake Michigan.	Scow, no name.....	Life-savers in surfboat assisted 2 gasoline launches to tow this scow from ¾ mile S. of station into the harbor, the fresh breeze making hard work for them.
Apr. 9	Southampton and Shinnecock, New York.	Sc. George P. Hudson.	Stranded at 2 a. m. in thick weather 1 mile E. of Shinnecock station. Discovered by the E. patrol at 4.45 a. m. and life-savers, with the beach apparatus, fired a line on board. Landed the master in breeches buoy and he wired for wrecking tug. At 2.30 p. m. the tug I. J. Merritt arrived and took charge of operations. Surfmen from Southampton and Shinnecock stations assisted at the wreck and looked out for wreckers going off and landing through the surf until she was floated on the 19th.
Apr. 9	do.....	Surfboat from str. I. J. Merritt.	While attempting to land at the wreck of the sc. George P. Hudson, this boat, with a crew of 8 men, capsized in the surf. Life-savers assisted the men ashore, taking one of them, who was badly used up, to the station, where he was given stimulant and dry clothing from the W. N. R. A. supply. The boat was righted and hauled up on the beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Apr. 9	Durants, North Carolina..	Sc. Lorena.....	Stranded in Rollinson channel, 4 miles NW. of station. Life-savers went to her assistance in power lifeboat, but tide was too low to float her. On the 10th again went out and succeeded in pulling her afloat.
Apr. 9	Pentwater, Michigan, Lake Michigan.	Gas. lch. Midget.....	Adrift 3½ miles WNW. of station, engine disabled. Discovered by lookout and life-savers went out in surfboat and towed her into the harbor.
Apr. 9	Humboldt Bay, California.	Skiff, no name.....	Capsized ½ mile SE. of station. Life-savers went immediately to the assistance of the 2 men who were clinging to the bottom of the upturned boat, took them in the surfboat, and towed their craft ashore where it was hauled out. The men were taken to the station, given stimulant, dry clothing from the W. N. R. A. supply, and supper.
Apr. 10	Point of Woods, New York	Gas. sc. Amanda Bishop.	Day watch reported her stranded 2 miles N. of station and life-savers went on board in power small boat and succeeded in getting her afloat.
Apr. 10 Apr. 11 Apr. 12	Forked River and Barnegat, New Jersey.	Sc. Lizzie Bell.....	Stranded in Barnegat Inlet, 1½ miles NNE. of Barnegat station. Crews from Forked River and Barnegat stations boarded her in their surfboats, but could not get her afloat until high water at 2.30 a. m. of the 11th; anchored her in deep water and later in the day she dragged her anchors and stranded again. On the 12th, at high water, life-savers floated her the second time and she went to sea undamaged.
Apr. 10	Oak Island, North Carolina.	Gas. lch. Lilac.....	Adrift 3 miles SSW. of station, machinery disabled. Informed of her trouble by commanding officer of Fort Caswell, keeper went to her assistance in lifeboat, and with the help of the army torpedo tug General Knox towed her in to the wharf at Fort Caswell.
Apr. 10	Bethel Creek, Florida.....	Gas. lch., no name..	Keeper in small boat towed this launch, which was disabled, to Vero, where she could be repaired.
Apr. 10	Louisville, Kentucky.....	Flatboat, no name..	Drifting down the river in the strong current with a boy on board who was not competent to handle it. Seen by station watch, and life-savers went out in small boat and towed the flat to the station.
Apr. 10	Sheboygan, Wisconsin, Lake Michigan	Sc. John W. Wright.	Head wind and no tugs available, surfmen took her lines from the end of the harbor piers and warped her into the harbor.
Apr. 11	Gloucester, Massachusetts.	Slp., no name.....	Unable to weather Eastern Point in the WNW. gale prevailing, anchored 2 miles SE. of station and set distress signals. Reported to keeper by telephone, and life-savers went out in power lifeboat and towed the sloop into Gloucester Harbor.
Apr. 11	Point of Woods, New York.	Gas. lch. Active.....	After landing a party of excursionists, anchored to windward of dock. At 2 p. m. a strong gale broke from NW. and she dragged broadside on the dock. Life-savers in surfboat, after some strenuous work, got her clear and securely anchored to leeward of dock. Later the wind going down a little the excursionists wished to go home and surfboat's crew put them on board, 8 men and 2 women. Against keeper's advice they started out into the sea. The gale increasing she jumped bows under each sea and finally machinery broke down. Her master let go an anchor and surfboat went out and brought ashore the 10 passengers and the master, her engineer refusing to leave at that time. The master, who had fallen overboard, was given dry clothing from the W. N. R. A. supply. At 6 p. m., the gale increasing, life-savers went out in surfboat and with difficulty rescued the engineer. On the afternoon of the 12th the wind died down and passengers and crew were put on board in surfboat and proceeded to their homes.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Apr. 11	Point of Woods, New York	Gas. lch. Alligator ..	While station crew were taking off the engineer of the Active this launch came in before the wind and while trying to make a landing at the dock filled and sank. Her crew of 3 climbed out on the dock, were taken to the station, given dry clothing from the W. N. R. A. supply, food, and shelter until morning. On the 12th surfmen raised and bailed the boat out.
Apr. 11	Sandy Hook, New Jersey..	Lch. hull (new), no name.	During a NW. gale this hull broke adrift from a towing sloop and was abandoned, as the sloop had all she could do to look out for herself. Discovered by lookout and life-savers went out in power lifeboat, picked up the hull and towed it into a shelter. It was later turned over to owner who had given it up as lost.
Apr. 11	Forked River, New Jersey.	Open boat, no name.	Man in charge was not familiar with the bay and in the prevailing gale was in danger of upsetting or running aground. Surfman piloted him to the station where he was sheltered for three days. (See letter of acknowledgment, p 262.)
Apr. 11 Apr. 12	Hog Island, Virginia.....	Slp. May.....	(Stranded at 7 p. m., 300 yards SW. of station. Seen by night watch, and life-savers went on board in surfboat. She was broadside to the beach and every sea washing over her. Ran out an anchor and hove her around head to the sea, but was unable to float her on account of falling tide. On the 12th hove her afloat at high water but little damaged.)
Apr. 11	Charlotte, New York, Lake Ontario.	Small boat, no name.	Drifting down the lake before a brisk W. wind, 3 men on board. Life-savers went out in small boat and towed them back into the river.
Apr. 12	Cobb Island, Virginia.....	Gas. lch. Sally Cobb.	Discovered by lookout flying distress signals 1 mile SW. of station. Life-savers went to her assistance in power lifeboat and found her with broken rudder. As it was blowing a gale and heavy sea running, lifeboat towed her into a safe harbor.
Apr. 12	Louisville, Kentucky.....	Gas. lch. Lillian R..	Station watch discovered that she was drifting helplessly down the river with disabled machinery, 5 men on board. Station boat went out and towed her in to the shore.
Apr. 12	Manistee, Michigan, Lake Michigan.	St. bge. F. W. Fletcher.	Discovered coming slowly before the wind with flag set union down. Life-savers went out in lifeboat and master asked that a tug be sent to her as she was disabled; returned to station and notified owners by telephone. They sent a steamer to tow her in.
Apr. 12	Michigan City, Indiana, Lake Michigan.	Gas. lch. Iris.....	Discovered by lookout 3 miles N. of station waving a flag for help. Life-savers went out in surfboat, found her machinery broken down and towed her into the harbor.
Apr. 13	Barnegat, New Jersey.....	Gas. lch., no name..	Parted her moorings on the 11th or 12th and drifted ashore 2½ miles NW. of station. Life-savers went out in power small boat, pulled her afloat, towed her to station, and notified owners.
Apr. 13	Saluria, Texas.....	Scs. M. L. Weaver and Cazador.	Keeper set ranges to help them in crossing the bar.
Apr. 13	South Haven, Michigan, Lake Michigan.	Sc. Maryette.....	Leaving the harbor, surfmen towed her out clear of the piers.
Apr. 13	Jackson Park, Illinois, Lake Michigan. (Faragut Yacht Club volunteer crew.)	Raft, no name.....	Drifting out into the lake before an offshore wind, 2 boys on board. Raft was made of railroad ties, and boys had pieces of board for paddles, but could not manage it. Seen from the yacht club, and volunteer crew pulled out in surfboat and brought them ashore.
Apr. 14	Cuttyhunk, Massachusetts.	Gas. lch. Helen	Ran on the jetty at the entrance to the inner harbor, ¼ mile WNW. of station. Life-savers went to her assistance in surfboat, ran out an anchor, and set all sail to heel her over, and although the tide was falling fast, succeeded in releasing her from a dangerous position.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Apr. 14	Little Kinnakeet, North Carolina.	Schooner, no name..	At request of owner, surfmen assisted him to haul his schooner out on the beach for repairs.
Apr. 14	Louisville, Kentucky.....	Shanty boat, no name.	At request of owner, an old man, station crew in small boat towed his shanty boat out in the river to the head of the falls and directed him how to proceed safely over the falls.
Apr. 15	Gloucester, Massachusetts.	Gas. lch. Alice W ...	Dragged her anchors and stranded on Long Beach, 1 mile N.E. of station, about midnight. Discovered shortly afterwards by patrol, and life-savers went to the scene in small boat and ran out an anchor, but tide was too low to get her off. Returned at high water and hove her afloat undamaged.
Apr. 15	Fire Island, New York....	Catboat, no name...	Capsized 1 mile N. of station, throwing the 2 occupants into the water. Life-savers immediately went to the rescue in surfboat, picked up the 2 men, righted their boat and bailed it out, and took men and boat ashore.
Apr. 15	Michigan City, Indiana, Lake Michigan.	Str. Robert C. Wente	Parted her wheel chain and collided with the E. pier, $\frac{1}{2}$ mile N. of station; blew distress signals and life-savers responded in surfboat, finding vessel helpless in the trough of the sea; ran lines to the pier and succeeded in warping her inside the harbor before much damage had been done.
Apr. 15	Kenosha, Wisconsin, Lake Michigan.	Skiff, no name.....	Discovered adrift by S. patrol, picked up by surfmen in small boat and hauled out on the dock.
Apr. 15	Two Rivers, Wisconsin, Lake Michigan.	Rowboat, no name..	Discovered by station watch drifting out of harbor. Surfman in small boat picked it up and later turned it over to owner.
Apr. 16	Plum Island and Gloucester, Massachusetts.	Sc. Gatherer.....	Stranded in Essex lower harbor, $\frac{7}{8}$ miles SSE. of Plum Island station. Keeper was notified by telephone and he, in turn, notified Gloucester station. Plum Island crew in surfboat and Gloucester crew in power life-boat responded. Upon arrival the vessel was found high and dry, badly strained, and leaking. Life-savers ran out anchor, lightered part of cargo, and on the rising tide kept her pumped out. At high water she was floated and taken to a safe berth up the harbor.
Apr. 16	Cobb Island, Virginia.....	Br. str. Glænaen.....	Stranded at 7.15 a. m., 5 miles S. of station. Discovered by lookout, and life-savers went at once in power lifeboat. Master requested that wreckers be notified. This was done and Merritt-Chapman wrecking tug arrived later and took charge. Thereafter keeper carried telegrams back and forth in power lifeboat until she was floated on the 19th. (See letter of acknowledgment, p. 262.)
Apr. 16	Ocracoke, North Carolina.	Skiff, no name.....	Lookout discovered a skiff disabled 2 miles WSW. of station, 3 men in it. Life-savers went out in surfboat and brought skiff and men ashore. The high wind had torn skiff's sails.
Apr. 16	Oak Island, North Carolina.	Sc. Ruth Darling....	At anchor 1 mile ESE. of station, set distress signals. Life-savers boarded her in small boat. She had lost 1 anchor, and master feared she would lose the other and drift to sea. Everything was made secure and the 2 men on board brought to the station. A bright lookout was kept on her and in the morning the 2 men put on board, anchor hove up, sails set, and she proceeded on her way.
Apr. 16	Charlevoix, Michigan, Lake Michigan.	Str. Sea Gull.....	Lost her propeller in the ice at the end of S. pier. Surfmen got a line on board and towed her up through the ice to the inner harbor.
Apr. 17	Cape Lookout, North Carolina.	Small boat from str. George Wcems.	Sailing in around Wreck Point, capsized. Surfmen in small boat picked up the 4 men and brought them ashore, then towed the boat in, righted it, and bailed it out.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Apr. 17	Saluria, Texas.....	Gas. yt. Dina H.....	Keeper set ranges as an aid for her in crossing the bar.
Apr. 17	Cleveland, Ohio, Lake Erie.	Gas. lches. Ada and Tuxedo Club.	The first-named boat, being unable to make harbor, let go her anchor about 200 feet offshore, 5 miles WSW. of station, and was dragging into the breakers. The other one went to her assistance, but in running a line got it in her propeller and was totally disabled. Lookout discovered the trouble and life-savers went to their assistance in power lifeboat, ran a hawser to the Ada, and towed them both out of the surf and to the station.
Apr. 18	Bonds and Little Egg, New Jersey.	Slp. yt. Recko.....	Steering gear and rigging disabled, anchored $\frac{1}{4}$ miles SE. of Bonds station and set distress signal. Life-savers went out in surfboat and brought the 3 men on board to the station. Notified keeper of Little Egg by telephone, and on the morning of the 19th he came with power lifeboat and towed her in to Little Egg Harbor.
Apr. 18	Cape Lookout, North Carolina.	Sc. Orient.....	Anchored in Lookout Bight, set signal for assistance at daylight. Life-savers went on board in surfboat and found only 2 men, 16 out in dories having been lost on the fishing banks off Hatteras. (They were later picked up by other fishing vessels.) Upon request of master, surfmen assisted to get her under way. Returning to the Bight at night, she ran ashore; a flare-up light was burned, and life-savers again boarded her in surfboat, got together the personal effects of the crew, and landed them and the 2 men, who were taken to the station. On the 19th, went back and tried to save some of her stores, but they were under water. She was finally abandoned and sold.
Apr. 18	Saluria, Texas.....	Aux. sc. M. L. Weaver.	Keeper set ranges as an aid for her in crossing the bar.
Apr. 19	Rye Beach and Hampton Beach, New Hampshire.	Gas. lch., no name..	Discovered by Rye Beach W. patrol to be anchored in a very dangerous position $\frac{1}{4}$ miles SW. of his station. He notified both stations by telephone and crews went to her assistance in their surfboats. The 2 men on board were advised of the dangerous position of their boat, and they gladly accepted the services of the life-saving crews in shifting to a safe berth.
Apr. 19	Potunk, New York.....	Gas. scow Oyster Transport.	Stranded $\frac{1}{4}$ miles E. of station. Life-savers in power small boat went to her assistance and rendered material help in floating her.
Apr. 19	Hereford Inlet, New Jersey.	Gas. lch., no name...	Stranded $\frac{1}{2}$ mile NNE. of station, engine disabled. Life-savers went to her assistance in surfboat, bailed her out, pulled her afloat, and having got their engine started they proceeded on their way.
Apr. 19	do.....	Gas. lch. Harry L...	Engine having stopped, anchor was let go, but she dragged and fetched up on a sandbar $\frac{1}{4}$ mile NNE. of station; set a distress signal, which was seen at station, and life-savers went to her assistance in surfboat. There were 22 passengers on board, 5 of whom were ladies. Eighteen of them were transferred by surfboat to other launches near by and 7 taken in surfboat to Stone Harbor. Boat's crew then returned to the launch, ran out an anchor, and floated her. Having effected repairs to engine, she went on her way. (See letter of acknowledgment, p. 263.)
Apr. 19	Biscayne Bay, Florida....	Fishing boat, no name.	Supplied with drinking water from station cistern.
Apr. 19	Louisville, Kentucky.....	Flatboat, no name..	Station watch noticed 2 boys on a flat in danger above the concrete dike, about 7 blocks NW. of station. Boat's crew started off to rescue them, but before the arrival of the life-savers, the flat was swept over the dike by the strong current and swamped, the 2 boys being thrown into the water, but clinging to the flat. In attempting to jump

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Apr. 19	Louisville, Kentucky.....	Flatboat, no name..	the station boat over the dike to rescue the boys, boat struck against the abutment at the lower end, making a complete wreck of it and throwing the crew of 3 into the water. A second boat was sent at once to rescue the boys and first boat's crew, which they succeeded in doing, taking them all to the shore, where they were properly cared for.
Apr. 19	do	Gas. lch. Egna.....	In danger above the Indiana chute of the falls, $\frac{1}{2}$ mile NW. of the station. Seen by station watch and boat's crew was sent to the rescue. Boatmen went on board and took charge. They tried to bring her up over the falls by way of the Middle chute, but were unable to make it against the current, so turned and ran down over the falls and came back through the canal. There were a man and woman aboard, and had not the boat's crew been sent to their rescue they would undoubtedly have lost the boat and their lives, as the man did not know they were on the falls until told by the boat's crew.
Apr. 20	Gloucester, Massachusetts.	Gas. lch., no name..	When $\frac{1}{2}$ mile SE. of station motor stopped. Seen by station watch and life-savers went out in small boat, found 3 men, wet and cold, on board; brought them to station, where they dried their clothes, gave them a hot meal, after which put them back on board, and they got their motor running and proceeded to their destination.
Apr. 20	Saluria, Texas.....	Sc. Cazador.....	Keeper set ranges to help her in crossing the bar.
Apr. 21	Chatham, Massachusetts..	Rowboat, no name..	Out on the fishing grounds with 1 man in it. When a strong offshore wind sprung up, he tried to row to land, but made poor headway and finally broke one of his oars. He then anchored (2 miles E. of station) and made signal for help. Station watch saw the signal and life-savers went out in surfboat, took the man in the surfboat, and towed his boat in to the station, where the man was furnished a hot dinner. (See letter of acknowledgment, p. 263.)
Apr. 21	Beaver Island, Michigan, Lake Michigan.	do.....	A boy fishing in this boat was being blown out of the harbor; keeper went out in small boat and towed him in to the dock. Dragged her anchor and stranded $\frac{1}{2}$ miles W. of station. Seen by lookout, and life-savers went to her in small boat, ran out an anchor, and hove her afloat.
Apr. 21	Michigan City, Indiana, Lake Michigan.	Gas. scow Minnie H.	
Apr. 23	Saluria, Texas.....	Aux. sc. M. L. Weaver.	Keeper set ranges as an aid to her in crossing the bar.
Apr. 23	Monomoy Point, Massachusetts.	Sc. Abbie and Eva Hooper.	Missed stays and stranded on Handkerchief Shoal, $1\frac{1}{2}$ miles SW. of station. Seen by lookout, and life-savers went at once to her assistance in surfboat. Upon request of master, keeper returned to station and sent dispatches to her agents and to tugboat company in Boston. Tug arrived at 4.30 a. m. of the 24th, and station crew went out to render any assistance required, but no help was needed. Tug got her afloat at 5.15 p. m.
Apr. 23	Tathams, New Jersey.....	Bge., no name.....	Stranded on Nummays Island, $1\frac{1}{2}$ miles SW. of station at 1 p. m. Seen by lookout, and life-savers went on board in 3 small boats and assisted to get her afloat. She came off at midnight undamaged.
Apr. 23	Ludington, Michigan, Lake Michigan.	Skiff, no name.....	Discovered by lookout drifting out into the lake. Surfmen went out in small boat and picked it up. It was later turned over to owner.
Apr. 24	Gay Head, Massachusetts.	Nph. lch., no name.	When 1 mile W. of station set distress signals, which were seen by lookout, and life-savers went out in surfboat, found naphtha all gone, and towed her in to landing; then went on to Menemsha Bight and procured a supply of fuel for her use.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. Apr. 24	Sea Isle City, New Jersey..	Aux. catboat James A. Reed.	Broke down 1 mile E. of station and set distress signals, which were seen by lookout, and life-savers boarded her in surfboat, brought 2 of her crew with the broken piece of machinery ashore, and when it had been repaired put them back on board.
Apr. 24	Saluria, Texas.....	Sc. Cazador.....	Keeper set ranges as an aid to her in crossing the bar.
Apr. 24	Cleveland, Ohio, Lake Erie.	Gas. lch., no name..	At request of the harbor engineer keeper examined the mooring of the engineer's launch and, as a gale was predicted, got her under way and took her up the river to a safer berth.
Apr. 25	Point Allerton, Massachusetts.	Sc. Bradford C. French.	Stranded on Lovells Island, 2 miles NNW. of station. Discovered by W. patrol, and life-savers went to her in surfboat, assisted with hawsers, and stood by until she was floated by a towboat and taken to Boston.
Apr. 25	Fourth Cliff, Massachusetts.	Gas. lch. Fluffy Ruffles.	Anchored off the station and signaled for assistance. Life-savers went out in small boat and found she had used up all her gasoline. They brought the boat into the river and landed the 2 men at Marshfield, where they could get a train and go home for the night.
Apr. 25	Brant Rock, Massachusetts.	Dory, no name.....	Lying in an unsafe position in Brant Rock Cove, hauled up and secured by surfmen.
Apr. 25	Cleveland, Ohio, Lake Erie	Small boat, no name.	The assistant light keeper, returning from the light on the E. breakwater, was struck by a heavy wind and rain squall. Life-savers, in power lifeboat, went to his assistance, found him struggling against wind and rain, and towed him to the light-house.
Apr. 25	Harbor Beach, Michigan, Lake Huron.	do.....	Two fishermen in small boat setting a line of hooks outside the harbor were struck by an offshore squall and were in danger of being blown out into the lake. Life-savers, in power lifeboat, went out and towed them in to the steamboat dock.
Apr. 25	Manistee, Michigan, Lake Michigan.	Sc. Minnehaha.....	Surfmen assisted to haul her along the piers to a better sheltered berth.
Apr. 25 Apr. 26	{Fort Point and Golden Gate, California.	{Gas. lch. No. 55.....	{Drifted in among the rocks under Lands End, 1 mile NE. of Golden Gate station and swamped. Keeper was notified by telephone, and life-savers with service team and necessary lines, tackles, etc., proceeded to the scene. After considerable difficulty the boat was secured and raised above high-water mark, the engine taken apart, and hoisted up an almost perpendicular bluff and taken to the station in good condition. The 1 man on board was furnished food at the station and dry clothing from the W. N. R. A. supply. On the 26th canvas patches were nailed over the holes in the launch, and at high water, assisted by the Fort Point crew, she was successfully launched.
Apr. 26	Straitsmouth, Massachusetts.	Gas. lch. Ralph.....	Anchored near the breakers off Milk Island, 3 miles S. of station, engine broken down. Discovered by S. patrol at 7.30 p. m. and life-savers went to her assistance in surfboat and towed her to moorings in Rockport harbor.
Apr. 26	Short Beach and Point Lookout, New York.	Gas. lch. Albion.....	Swamped in the breakers on Jones Inlet bar, 1 mile SE. of Point Lookout station. Life-savers in surfboat rescued her crew of 3 and gave them food and shelter until morning. With the assistance of the Short Beach crew, the launch was bailed out and dragged across the bar into deep water. On the 27th they towed her to Freeport.
Apr. 26	Galveston, Texas.....	Small boat, no name.	Under sail, manned by 2 small boys, not under control, and drifting on to the S. Jetty, 200 yards E. of station. Noticed by keeper, who sent surfmen in small boat to their assistance. The 2 boys were taken in station boat and their boat was towed to the station, where it was hauled up on the beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Apr. 26	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river; picked up by surfman in small boat and restored to owner.
Apr. 27	Portsmouth, North Carolina.	Sc. Allison Miller....	Stranded 4 miles NNW. of station. Seen by lookout and surfmen went out in small boat, ran out an anchor, hove her afloat, and brought her in to a safe harbor.
Apr. 27	Santa Rosa, Florida.....	Sc. Maud Spurling..	In collision and later stranded on Caucus Shoal, 6 miles W. of station. Discovered by pilot boat at daylight and keeper notified by signal. Life-savers in surfboat in tow of pilot boat proceeded to the scene. Found the vessel full of water, lying over on her side and seas breaking over the decks; crew of 6 huddled under the weather rail of the bow. Surfboat was run under the lee bow and the men taken off the schooner without accident. They were transferred to the pilot boat, which towed surfboat inside, then in surfboat to a tow-boat which took them to Pensacola.
Apr. 27	South Manitou Island, Michigan, Lake Michigan.	Sc. Lilly E.....	Lying at the dock 1 mile NW. of station, shift of wind started a heavy swell which pounded her against the dock with great force. Station crew in surfboat went on board, manned the windlass and assisted her crew to work the vessel clear of the dock and to a safe anchorage in the harbor. (See letter of acknowledgment, p. 264.)
Apr. 27	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Picked up adrift in river by surfman in small boat and restored to owner.
Apr. 27	Kewaunee, Wisconsin, Lake Michigan.	Sc. Mary E. Cook....	Came in during a S. gale; surfmen assisted her by taking her lines and warping her up into the harbor.
Apr. 27	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Sc. bge. D. L. Filer..	In tow of steamer Oscoda with barge S. J. Tilden ahead and Ida Corning astern, parted tow line and anchored 1 mile E. of station; commenced to drag and set signals of distress. Life-savers saw the signals and went out in surfboat, took message from the master of the Filer to the Corning to let go her anchors, too, and having done so, they stopped dragging and held on all right.
Apr. 27	Fort Point, California.....	Sc. Eveline.....	Drifting helplessly in a heavy sea, 1 mile N. of station, steering gear disabled. Discovered by keeper, and life-savers, in power lifeboat, towed her into smooth water and repaired the steering gear.
Apr. 28	Monomoy Point, Massachusetts.	Gas. Ich. Cockrobin..	Stopped $\frac{1}{2}$ mile SSE. of station and waved a flag. Lookout saw it and life-savers went out in power small boat; found her engine had run hot and stopped; towed her into the bay.
Apr. 28	Holland, Michigan, Lake Michigan.	Str. Puritan.....	Steering gear disabled, stranded on the bar 200 feet NW. of station at 6 a. m. Seen by lookout, and life-savers went out in small boat, ran lines to the S. pier, and helped them to heave. With the assistance of a tug she was released at 9 a. m.
Apr. 28	Point Bonita, California...	Bge., no name.....	Broke adrift from its moorings and stranded $\frac{1}{2}$ mile SSW. of station. Discovered by lookout, and life-savers in surfboat towed it to the government wharf and secured it.
Apr. 29 Apr. 30	Gay Head, Massachusetts.	Str. Katahdin.....	Stranded on Naushon Island, $\frac{6}{10}$ miles N. of station, in a thick fog on 29th. Discovered by lookout, and life-savers started to her assistance in surfboat, but before arrival she floated off and was seen to be laying to her anchor, so surfmen returned to station. As she was in the same position on the 30th, keeper went out alongside in surfboat and learned that her propeller was disabled. Took her master ashore to send telegrams. A wrecking tug was engaged to tow her to Boston.
Apr. 29	Sandy Point, Rhode Island.	Str. Ravenseraig....	Stranded $\frac{1}{2}$ mile N. of station in thick fog. Station watch heard her fog signals and fired a Coston, but it was not effective. Life-savers went aboard in surfboat and keeper gave master bearing of Sandy Point buoy, information as to state of the tide, etc. No other help was required and she worked herself afloat later.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
Apr. 29	Aransas, Texas.....	U. S. Light-House str. Magnolia.	Upon request of master, keeper boarded her in surfboat and piloted her in over the bar and to an anchorage 2 miles N. of station.
Apr. 30	Manomet Point, Massachusetts.	Power boats, no nanies.	Patrol S. found several power boats in trouble on account of high water. He stayed by and kept them clear until the tide ebbed.
Apr. 30	Gilgo, New York.....	Catboat Grace.....	Capsized 1 mile N. of station. 1 man 2 women, and child on board. Seen by lookout, and life-savers went immediately to the rescue in small boat, picked up the 4 people, and landed them. Recovered the boat, undamaged, the following day.
Apr. 30	Jones Beach, Zachs Inlet, Short Beach, and Point Lookout, New York.	Ger. shp. Peter Rickmers.	Stranded in thick weather at 7.10 p. m., 1½ miles SE. of Short Beach station. Discovered by station watch, and keeper called for help from Zachs Inlet and Point Lookout crews, who assisted in subsequent operations; launched surfboat on the inside, went down abreast the wreck and hauled boat across the beach, but were unable to board the vessel on account of the heavy wind and sea. Life-savers kept watch all night and stood by to board the wreck as soon as wind and sea abated a little. At 1 p. m. of May 1, made another effort to launch surfboat, but could not get her off in the face of wind and sea. Vessel laying easy and wreckers standing by outside. At daylight, May 2, succeeded in boarding vessel, but master and crew refused to leave. Wreckers took charge and life-savers stood by until May 7, when a signal of distress was set on the ship. Life-savers, with beach apparatus, fired 5 shots during the day, but none of them was effective, as she was too far offshore. As a strong gale was blowing and sea running very high, there was no chance of reaching her by boat. At daylight, May 8, as the ship had swung broadside to the beach, making a little lee, a picked crew from the 4 stations named above manned surfboat and in 3 trips landed the Rickmer's crew of 33 safely. The wreckers—40 men—who were on the ship launched their surfboats, which had previously been hoisted to the Rickmer's davits, and landed without mishap while life-savers were landing crew. The ship's crew were conveyed to mainland in power lifeboat and took the train there for New York. On the early morning of the 8th, the revenue-cutter Mohawk left Sandy Hook bight with the Sandy Hook station crew in their power lifeboat with the purpose of boarding the Rickmers from seaward to rescue her crew, but the rescue had been effected a few minutes before her arrival. The Rickmers later went to pieces and became a total loss.
Apr. 30	Hereford Inlet, New Jersey	Gas. sc. Alberta L....	Dragged her anchor and drifted into shallow water at high tide. Realizing that she would be aground at low water, keeper telephoned owner, who came to station and life-savers took him on board in surfboat and assisted him to get her out into deep water and securely anchored.
Apr. 30	Portsmouth, North Carolina.	Sc. Mary J. Haynie.	Stranded 1½ miles E. of station. Life-savers went out in surfboat, ran out an anchor and floated her, leaking badly. Surfmen remained on board and kept her pumped out; sent telegram to revenue-cutter Pamlico, which came on May 3, and towed her away.
May 1	Damiscove Island, Maine..	Br. sc. Bessie A.....	Stranded in a thick fog, 1½ miles SE. of the station. Wind was blowing strong from the SE, and there was a heavy sea. The vessel was discovered by the patrol at 4.30 a. m. Life-savers, in power lifeboat, went on board and found the sea too heavy to work the vessel off the ledge. They took the master ashore to telegraph the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 1	Damiscove Island, Maine.	Br. sc. Bessie A.	On May 5 the owner arrived and he was taken off to the vessel. Keeper brought the crew and their effects ashore, and procured for them transportation to Portland.
May 1	Fletchers Neck, Maine.	Sc. Margie Smith ...	Dragged anchors and stranded $1\frac{1}{2}$ miles N of the station. Wind was blowing fresh from the SE. and there was a rough sea. Vessel was discovered by the patrol at 1.30 a. m. Life-savers started out in surfboat but met the crew on their way ashore. Keeper took master to the station where he telephoned to the owner for a tug. Life-savers returned to the schooner and started the pumps; they kept the hold nearly clear of water. Vessel floated at high tide and life-savers hove her into deep water. Tug arrived and life-savers ran a line to it. They hove up to the schooner's anchors and she was towed in to the wharf.
May 1	Point Allerton, Massachusetts.	Br. sc. Arizona.	Was discovered ashore at 4.45 a. m. by both patrol and lookout. Life-savers, in surfboat, went aboard at high water and ran a hawser to towboats. Vessel was finally floated on May 5, when it was towed to Boston.
May 1	Block Island, Rhode Island.	Sc. Victor.	Carried away its jib, while trying to get out of harbor; drifted into the breakwater and sank, $3\frac{1}{2}$ miles N. of the station. It was reported to the keeper over the long-distance telephone. Life-savers drove to the scene in station wagon. Upon arrival it was found that the crew of 14 men had been taken off by a tug. The keeper secured a boat and went off to the tug. He brought the shipwrecked crew to the station. They were supplied with dry clothes from the W. N. R. A. stores and were given meals and lodging until the next day.
May 1	Sea Isle City, New Jersey. .	Gas, fish boat, no name.	Broke down 3 miles offshore and the 6 occupants set a signal for help. Life-savers went out in a power boat and towed them ashore.
May 1	Townsend Inlet, New Jersey.	Pontoon, no name. . .	2 men, from the Hill Dredging Co., reported to the keeper that the pontoon had dragged its anchor and was in danger of drifting to sea. Surfmen took the 2 men in a dory and assisted them to run an anchor and cable to hold the pontoon.
May 1	Saluria, Texas.	Sc. M. L. Weaver. . .	Keeper set ranges to mark the channel and the schooner crossed in over the bar.
May 1	Brazos, Texas.	Gas. lch. Gavanta. . .	Adrift $2\frac{1}{2}$ miles NW. of the station. Life-savers went out and towed it ashore. The owner had 5 passengers aboard the launch.
May 1	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.	Was picked up by a surfman. It was drifting out through the piers. It was restored to its owners.
May 2	Fourth Cliff, Massachusetts.	Power boat, no name.	While standing out of the river, rudder became disabled and launch went ashore. Wind was blowing so strong that occupant could not get it off. Surfmen proceeded to the scene, carried out anchors, and kedged the boat into deep water.
May 2	Ocracoke, North Carolina.	Se. Mary J. Haynie.	Keeper went to Hatteras Inlet and sent a telegram to the revenue-cutter Pamlico, asking aid for the schooner. She was leaking badly.
May 2	Erie, Pennsylvania, Lake Erie.	Rowboat, no name. .	Stranded at 8.30 p. m. 300 yards NW. of the station. There was a strong wind and the sea was high. Lookout heard cries of the occupant and gave the alarm. Surfboat was manned and started in the direction indicated by lookout. The rowboat was in a dangerous position among stones and pilings. As the surfboat could not get to it, life-savers returned to the station and proceeded on foot to the scene. They hauled the boat up on the beach and took the occupant to the station.
May 2	Manistee, Michigan, Lake Michigan.	Sc. Mary Ludwig. . .	Crew hauled the schooner to her berth at the pier.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 2	Michigan City, Indiana, Lake Michigan.	Gas. lch. Rambler...	Broke adrift from moorings and was in danger of going to pieces on the breakwater. Life-savers went to its aid and towed it to the station. It was delivered to its owner.
May 2	South Manitou Island, Michigan, Lake Michigan.	Sc. City of Grand Haven.	Master signaled for assistance. Life-savers in surfboat went aboard. They assisted in weighing anchor and setting sails.
May 2	Bailey Harbor, Wisconsin, Lake Michigan.	Sc. Starlight.....	Life-savers went out in surfboat to run vessel's lines to the wharf. They assisted in hauling the schooner to its berth.
May 3	Fire Island, New York....	Gas. lch. Lester.....	Stranded $1\frac{1}{2}$ miles N.E. of the station, the master not knowing the channel. The accident was discovered by the lookout. Life-savers proceeded to the scene, got the launch afloat, and piloted it through the channel over to Bay Shore. It had suffered no damage.
May 3	Hereford Inlet, New Jersey.	Gas. lch. Whaleer...	Was discovered ashore $\frac{1}{2}$ mile N.E. of the station at 6 a. m. by the lookout. It had dragged its anchor in a fresh W. wind. Life-savers assisted in hauling launch into deep water and anchored it near the station.
May 3	do.....	Gas. lch. Fiddo.....	Dragged anchors and stranded $\frac{1}{2}$ mile N.E. of the station; wind was blowing strong from the W. Life-savers, in surfboat, went to its assistance and found 5 men on board. The launch's engine had become disabled. Three of the occupants were taken into the surfboat; the life-savers then floated the launch and towed it to the pier.
May 3	Brazos, Texas.....	Sc. Cazador.....	Lookout reported at 6 15 p. m. that a schooner had stranded $2\frac{1}{2}$ miles N. of the station. Life-savers, in surfboat, proceeded to the scene. The schooner had struck on the middle ground reef, from which she was hove off by the life-savers. A large anchor and cable were carried out to assist in the operation.
May 3	White River, Michigan, Lake Michigan.	Sc. D. A. Wells.....	Life-savers took schooner's lines and towed her clear of the piers. The wind was such that she could not have got out without this assistance.
May 3	Old Chicago, Illinois, Lake Michigan.	Gas. lch., no name...	Sprung a leak and swamped 3 miles N. of the station. Launch's predicament was telephoned by police to the keeper, at 5.30 a. m. Life-savers, in power lifeboat, proceeded to the scene and found the boat full of water. The owner had been towing it the night before, when he was obliged to abandon it, owing to the rough seas. It was taken to the station, pumped out, and hauled up on the incline. The owner was notified and the launch was delivered to him.
May 3	Yaquina Bay, Oregon.....	Str. Minnie E. Kelton.	At 12.15 p. m. word was brought to the station that a steamer was anchored 10 miles WNW. of the station. She was lying 1 mile offshore, with a distress flag flying, and her deck load of lumber was washing ashore in the heavy seas. Keeper immediately launched the surfboat and started for the scene. After a hard pull against a flood tide the boat cleared the reef, sail was set, and the surfmen stood up the coast for the wreck. The steamer was found with her deck houses, boats, and deck load gone. These had been swept away, with 12 of the crew, by the heavy seas of May 2. The vessel then drifted inshore and 3 anchors had been let go to keep her off the rocks. Upon the arrival of the surfboat the 9 survivors were taken off. The wind and seas were too high to allow a return to the station, so the boat was headed for Siletz Bay. The crew had been without bread and water since the preceding day. At 5.30 p. m. the surfboat arrived off the reefs S. of Siletz Bay; the boat was freed by casting overboard sails and spars; a narrow opening was found in the reef and the boat was

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 3	Yaquina Bay, Oregon....	Str. Minnie E. Kel-ton.	taken through it. The survivors were taken to a house near the beach, where their needs were given attention. One of the crew, Andrew J. Nelson, had been found on the beach with his leg broken. He had been washed ashore, with 3 others, clinging to the wreckage. His companions had been lost in the surf. The body of J. H. Jensen was found in a pile of lumber, and that of Olaf Rosquise was found in the bottom of a metallic lifeboat. Surfmen searched the beach for other bodies, but none were to be found. The surf was too high to return to the station in the surfboat, so it was secured on the beach. On May 5 the life-savers with the survivors returned overland to the station, taking the 2 recovered bodies with them. Clothing from the W. N. R. A. stores was supplied to those in need of it. On May 6 the steamer was towed into the Columbia River. She was in a water-logged condition. The following members of the crew were lost: Charles Lund, J. H. Jensen, Sven Pedersen, William Little, Walter Pedersen, Barney McVay, George Janson, A. Ellison, Olaf Rosquise, A. Kosky, and J. F. Johansen.
May 4	Cleveland, Ohio, Lake Erie.	Gas. yt. Henry K...	Engine became disabled and boat was in danger of being smashed on the stone breakwater. It was discovered by the lookout, and the life-savers, in the power lifeboat, went immediately to its assistance. A line was thrown on board the launch, and it was towed to the station.
May 4	L u d i n g t o n, Michigan, Lake Michigan.	Gas. lch. Lurline....	Engine became disabled 2 miles N. of the station. Lookout discovered its occupants trying to paddle ashore with boat's bottom boards. Life-savers notified a gasoline launch of the accident to the Lurline, and the disabled boat was taken in tow.
May 5	Sandy Hook, New Jersey.	Fish boats (2), no names.	Were too heavily laden; sunk $\frac{1}{2}$ mile N. of the station. Were discovered by the lookout. Life-savers went out in surfboat, towed them ashore, and freed them of water.
May 5	Santa Rosa, Texas.....	Gas. lch. Privateer..	Was discovered by the lookout; was dragging its anchor in a NNE. squall. Life-savers, in surfboat, carried out an anchor and long cable, and secured launch in a safe berth. But for this assistance the launch would have gone ashore.
May 5	Aransas, Texas.....	U. S. L. H. str. Magnolia.	Anchored 2 miles N. of the station and hoisted signal requesting keeper to pilot her out to sea. Life-savers, in surfboat, went out to the steamer and the keeper rendered the assistance requested.
May 5	Louisville, Kentucky.....	Gas. lch. Vivace....	Engine became disabled and the boat went adrift in the strong current of the river. When discovered by the lookout the occupant was clinging to the hull of a steamer. Life-savers went to his assistance and towed the boat to the station.
May 5	South Manitou, Michigan, Lake Michigan.	Slp., no name.....	In attempting to anchor, fouled its anchor and drifted into the breakers. Life-savers in surfboat boarded the sloop, set sails, and worked her out of the breakers. She was anchored in a safe berth.
May 5	Point Adams, Oregon.....	Fish boats (3), no names.	Drifted into the breakers 5 miles W. of the station. They were discovered by the life-savers, who were patrolling off Clatsop Spit. Lines were thrown from the life-boat to the fishboats, and they were towed out of danger.
May 6	Great Wass Island, Maine.	Sc. Modoc.....	Parted moorings and stranded 10 miles NW. of the station. Reported to keeper by telephone. Life-savers proceeded to the scene and assisted in floating the schooner.
May 6	Bulow, Florida.....	Gas. lch. Dart.....	Was discovered, with engine disabled, by the keeper, who was out in his launch. He towed the Dart to Daytona.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
May 6	Saluria, Texas.....	Sc. M. L. Weaver...	Keeper set ranges to show schooner the channel over the bar.
May 6	Yaquina Bay, Oregon.....	Str. T. M. Richardson.	Became unmanageable while trying to make her wharf. Life-savers went aboard and assisted in keeping vessel from drifting ashore while steering gear was being repaired.
May 7	Hunniwells Beach, Maine.	Gas. lch., no name...	Engine was disabled and launch went adrift 4 miles S.E. of the station. Its predicament was discovered by the lookout. Life-savers in surfboat went to its assistance and towed it ashore.
May 7	Amagansett, New York...	Fish boat, no name...	Stranded at 8.30 p. m., $\frac{1}{2}$ mile E. of the station. Life-savers hauled it up on the beach.
May 7	Fire Island, New York....	Gas. lch., no name...	This boat with one occupant was on its way to Bay Shore, when the engine became disabled. The occupant set a signal, which was discovered by the lookout. Life-savers went out in surfboat and towed the launch to the station.
May 7	Spermaceti Cove, New Jersey.	Yawl, no name.....	Drifted ashore and was discovered by the patrol. It was reported to the Maritime News.
May 7	Tawas, Michigan, Lake Huron.	Lighter, no name....	Broke anchor chains and came ashore near to the station. It was discovered at 5.15 a. m. by the patrol. It was secured with a line to prevent its drifting away and delivered to its owner.
May 7	Michigan City, Indiana, Lake Michigan.	Gas. lch. no name...	Lookout discovered that a boathouse was sinking. Life-savers proceeded to the scene and removed the launch from the house to a point of safety, but could not save the boathouse.
May 7	Jackson Park, Illinois, Lake Michigan.	Yachts, names not given	Life-savers went over to yacht harbor to save yachts driven ashore by heavy wind and sea. They assisted in hauling them further up the beach.
May 7	Sheboygan, Wisconsin, Lake Michigan.	Sc. R. H. Becker....	Discovered by lookout, heading for harbor piers. There was a high sea and wind was blowing a gale from N.E. Keeper notified tug master, who thought that seas were too heavy to permit tug's going out to render assistance. Schooner missed the entrance and had to let go anchors to avoid going on the beach. Tug went out and put lines aboard the schooner, but they were carried away and the schooner anchored again. A flag was now set in her rigging and the crew could be seen at the pumps. Life-savers in surfboat went aboard the schooner to assist at the pumps and in handling the lines. At times the seas washed completely over her, driving surfmen and crew from the pumps. The tug again came out and succeeded in getting a wrecking hawser on board; anchors were hove up and the tug, with schooner in tow, started for the harbor. In rounding the piers schooner took a list, large sea struck her broadside and she heeled over, losing her deck load of slabs. She continued to heel over until her spars fouled the South pier. The surfboat, which was in tow of the schooner, now pulled up to her main rigging and took off the crew of 5 men and the life-savers, who had gone aboard. The crew were brought to the station. Dry clothes were issued to them from the W. N. R. A. supplies. One of them was given supper and lodging for the night. The others went to their homes in Sheboygan. The next day the life-savers assisted in securing the schooner's sails and the tug's wrecking hawser. The schooner was abandoned, and on May 16 the harbor inspector had it towed out and beached, to be broken up by the seas.
May 8	Sandy Point, Rhode Island.	Skiff, no name.....	Lookout discovered a skiff adrift $1\frac{1}{2}$ miles N.W. of the station. Surfmen went out and towed it ashore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 8	Chadwick, Mantoloking, and Toms River, New Jersey.	Str. Washtenaw....	Stranded 100 yards NE. of Chadwick station. It was discovered by the keeper. Life-savers fired 4 shots, the first and second parting before the whip could be hauled off. Upon the third shot the hawser was sent aboard, but as it fouled the whip the steamer's crew cut it and the surfmen hauled it ashore. The surfmen from Mantoloking and Toms River arrived and assisted at the fourth attempt. This time the hawser was sent off clear, and the second mate was landed in the breeches buoy. He telegraphed for a wrecking tug, which succeeded in floating the steamer May 11.
May 8	Hereford Inlet, New Jersey.	Gas. slp. Barbara...	Stranded $\frac{1}{2}$ mile S. of the station. It was discovered by the patrol at 9.15 p. m. Life-savers carried out an anchor and line, started the pumps, hove on the line, but were obliged to give up at 4 a. m. on account of falling tide. The life-savers were employed the 9th and 10th in trying to float the launch, but were unsuccessful. On the 11th the launch was floated, hauled out on the beach, and jacked up for repairs.
May 8	Harbor Beach, Michigan, Lake Michigan.	Lighters (10), no names.	Parted their towline from tug 2 miles N. of the station. The strong wind and high sea drove them into shoal water, where they could not be secured by the tug. The master reported the loss to the life-savers; the weather was too foggy for the accident to be seen by the patrol. Life-savers, in power lifeboat, picked up the lighters and towed them into the harbor. But for this prompt assistance they would have been dashed to pieces against the breakwater.
May 8	Racine, Wisconsin, Lake Michigan.	Sc. Minnie Mueller and Sc. J. A. Holmes.	These vessels had no crews and were endangered by the heavy seas that were setting into the harbor. Life-savers launched surfboat and went aboard. The vessels were hauled to safer berths up the river.
May 9	Point of Woods, New York	Gas. sc. Valentine Koon.	Missed stays and stranded $\frac{1}{2}$ mile NNW. of the station. Life-savers, in power lifeboat, went to its assistance. They carried out an anchor and cable, hove in on the windlass, set sail, and worked the schooner into the channel.
May 9	Brazos, Texas.....	Slp. Juanita.....	Collided with a schooner and carried away her bowsprit. Accident occurred 2 miles N. of the station. Master hoisted a distress signal, which was discovered by the lookout. The sloop was beached, and the life-savers proceeded to the scene in the surfboat. They hauled the sloop out of the breakers and blocked it up clear of high water. It was repaired and launched by her owner May 19.
May 9	Milwaukee, Wisconsin, Lake Michigan.	Gas. lch., no name...	Sprung a leak near the station. It came in to the station, where life-savers assisted in pumping out launch and stopping leak.
May 10	Newburyport, Massachusetts.	Gas. lch., no name...	This launch, with 9 occupants, capsized off Newburyport bar, 1 mile NE. of the station. There was a high sea, and the launch broached to while running before it. Accident was discovered by the lookout, and the surfboat was manned and started for the scene. Two fishing boats, which were lying off the bar awaiting a smoother sea before coming in, were the first to arrive on the scene. They picked up 4 of the men, found clinging to the boat's bottom. The 5 others were lost. Their names were Bernardo Dasisso, Petro Milone, Rocco Schenna, Joseph Colombo, Bernardino Tamaro. The 4 survivors were taken into the surfboat; one of them was so far gone that he was resuscitated by the life-savers on their way ashore. The 2 fishing boats returned to the scene to search for bodies of the unfortunates. None was found. After a hard pull through a sea which was

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 10	Newburyport, Massachusetts.	Gas. lch., no name..	breaking in the channel the life-savers returned to the station, where the rescued were put to bed and given medical attention. They were given outfits from the W. N. R. A. supplies. One of them was kept at the station until the next day. The launch was picked up by a fishing sloop, 4 miles SE. of the station, and was taken to Rockport.
May 10	City Point, Massachusetts.	Gas. lch. Arrow.....	With a party of 6 on board, this launch's engine broke down 3½ miles SE. of the station. The sea was rough, and the party had got wet. Life-savers, in power launch, went to their assistance and towed the Arrow to the yacht club float.
		Yawl Margaret.....	Lost her mast in a squall. The accident was observed by the lookout. Life-savers proceeded to the scene, got the mast on board, and towed the sloop to its moorings.
		Rowboat, no name..	Five men hired this boat and went out rowing. Wind was so strong that they could not get back to the dock. They made a distress signal to the life-savers, who went out and towed the boat to the landing.
May 10	Spermaceti Cove, New Jersey.	Gas. lch. Alice.....	Was found on the beach 1 mile N. of the station. It had belonged to Charles Eldridge, who was supposed to have been drowned from it the night of May 9. Life-savers bailed it out and rowed it to the cove. The boat was delivered to the man's wife.
May 10	Metomkin Inlet, Virginia..	Gas. lch. Alice Virginia.	This launch, with a barge in tow, tried to cross the inlet. The engine became disabled and the 2 crafts were in danger of being carried out to sea. The accident was observed by the lookout, and the life-savers, in station bateau, went to their assistance. The life-savers passed a line to the barge, set sail on the bateau, and towed the barge through the narrows. The engine was then repaired, and the launch picked up the barge and continued on its way.
May 10	Santa Rosa, Florida.....	Gas. lch., no name..	Lost her propeller off station wharf. Life-savers secured it and returned it to owner. He was given shelter at the station for the night, and the next day the life-savers towed the launch to the city.
May 10	Erie, Pennsylvania, Lake Erie.	Rowboat, no name..	While the lookout was watching this boat 1 of the 2 occupants stood up and waved. Life-savers went to their assistance and found that they had lost 1 of their 2 oars. As they were inexperienced in handling boats, the 2 men were towed to the station.
May 10	do.....	Slp., no name.....	Capsized in a fresh wind ¾ mile SSW. of the station. Lookout discovered the accident and sounded the alarm. Life-savers, in surfboat, proceeded to the scene and found the 2 occupants clinging to the bottom of the sloop. Life-savers took them into the surfboat, righted the sloop, and towed it to the wharf.
May 10	Milwaukee, Wisconsin, Lake Michigan.	Str. Utica.....	Stranded 4 miles S. of the station at 3.50 a. m., weather foggy. Lookout heard steamer blow 4 blasts and gave the alarm. Life-savers, in surfboat, went out to vessel, took soundings, and brought the mate ashore to secure tugs and lighters. Three hundred tons of cargo was unloaded and the steamer was released.
May 11	White Head, Maine.....	Sc. Penobscot.....	While trying to beat through Two Bush Channel her steering gear carried away and she struck on the rocks 4 miles ESE. of the station. Accident was discovered by the lookout and the keeper telephoned for a tug. Life-savers, in surfboat, proceeded to the scene and found vessel pounding badly and leaking. They assisted the wreckers in removing sails and rigging. The schooner filled with the seas, heeled over, and was finally broken up on the rocks. The crew were taken off by the tug.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 11	Galveston, Texas.....	Catboat, no name....	Collided with range lamp pole and capsized 350 yards N. of the station. The accident was observed by the lookout, and the life-savers hastened to the scene. The 2 occupants had already swum to shoal water. Life-savers righted and bailed out the boat and turned it over to the owners, who set sail and proceeded on their way.
May 11	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	At 12.30 a. m. launch struck dike $1\frac{1}{2}$ miles SE. of the station. It was discovered by the patrol, who reported to the keeper. Life-savers went out and hauled the stranded launch into deep water. It had suffered no damage.
May 11	do.....	do.....	Engine became disabled and launch was adrift 1 mile SE. of the station. A surfman went out in power boat and towed the launch to its dock.
May 11	Harbor Beach, Michigan, Lake Michigan.	Skiff, no name.....	Went adrift from breakwater, while 2 men were working on breakwater pier. It was discovered by the lookout, adrift in the lake, $1\frac{1}{2}$ miles E. of the station. Life-savers went out in power boat, picked up skiff, and, on their return, took the 2 men from the breakwater.
May 11	Charlevoix, Michigan, Lake Michigan.	Se. Lonnie A. Burton	Life-savers hauled schooner up from pier end and secured her in a good berth.
May 11	Michigan City, Indiana, Lake Michigan.	Rowboat, no name..	Lookout discovered 5 small boys in a boat outside of the piers. They were waving for help. Life-savers went to their assistance and towed them to the station. The wind was strong from the SW. and there was a high sea.
May 11	do.....	Fish boat, no name	Life-savers went to the assistance of 2 fishermen, trying to enter the harbor. They were pulling against a gale and were making bad weather of it. Life-savers threw them a line and towed them to the station.
May 11	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Tartar.....	This yacht, in tow of a rowboat, was trying to get into Jackson Park harbor. When discovered by the lookout, at 7.30 p. m., the strong SW. wind was carrying the boats out in the lake. Life-savers went out in surfboat and picked the boats up, $1\frac{1}{2}$ miles SE. of the station. The boats were towed to Jackson Park.
May 11	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfman discovered it adrift in the river. He went out in station skiff and towed it ashore.
May 12	Block Island, Rhode Island.	Gas. sc. Gazelle.....	Parted line and drifted ashore $\frac{1}{4}$ mile N. of the station. Wind was blowing fresh from SSW. and there was a moderate sea. Life-savers, in surfboat, proceeded to the scene and ran a hawser from a tug to the schooner. The hawser parted and a second one was run by the life-savers. This also parted and the attempt at floating the schooner was given up until the stage of tide would be favorable. On the 22d the schooner's crew and the life-savers succeeded in heaving the schooner 6 feet toward deep water. On the 24th the revenue-cutter Dexter came abreast of the station and signaled for the surfboat. Life-savers, in surfboat, went out to the Dexter and ran her hawser to the Gazelle. The Dexter then hove the schooner into deep water and towed it to an anchorage in the harbor.
May 12	Sabine Pass, Texas.....	Se. George Lock.....	At 5.40 a. m. the lookout discovered this schooner anchored 4 miles SW. of the station. She was dangerously near the beach and the wind, which was blowing onshore, was increasing. There was a moderate surf. Life-savers, in surfboat, proceeded to the scene. They learned that her crew were searching for the body of the master. He had fallen or jumped overboard. Life-savers made sail, hove up anchor, and worked schooner into deep

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 12	Sabine Pass, Texas.....	Se. George Lock....	water. This prompt action saved the vessel from dragging on the beach. The life-savers recovered the body of the master on May 15th.
May 12	Big Sandy, New York, Lake Ontario.	.....	Was driven ashore by the seas 3 miles S. of the station. Keeper was notified by telephone. Life-savers, in surfboat, proceeded to the scene and hauled the launch out on the beach. But for this assistance it soon would have pounded to pieces.
May 12	Grande Pointe au Sable, Michigan, Lake Michigan.	Str. Topeka.....	Stranded 4 miles N. of the station. The weather was very foggy. Vessel's plight was discovered at 4 a. m. by the patrol. He burned a Coston signal, which was seen by the lookout. Life-savers launched the surfboat and boarded the steamer. They shifted the cargo and ran a hawser to a passing steamer. The hawser parted in the heavy sea, and life-savers ran it a second time. The second effort was successful, the Topeka was floated, and proceeded on her way to Ludington.
May 12	South Chicago, Illinois, Lake Michigan.	Gas. lch. Margaret...	Was discovered by the lookout at 6.40 a. m., flying a signal of distress, 1 mile E. of the station. Engine was disabled and the launch was drifting toward the breakwater. Life-savers, in surfboat, proceeded to the scene. The launch was towed to the station, where necessary repairs were made.
May 12	Racine, Wisconsin, Lake Michigan.	Skiffs (2), no names.	At 2 p. m. a small boy in a skiff was discovered drifting out in the lake; he was unable to row back against the strong W. wind. Surfman went to his assistance and towed the skiff to the station.
May 13	Niagara, New York, Lake Ontario.	Rowboat, no name..	At 8.30 p. m. 2 surfmen went out in the station skiff and picked up a skiff with 3 persons in it. They were in danger of drifting on the pier during a sudden squall.
May 13	Yaquina Bay, Oregon.....	Gas. lch., no name..	Lookout discovered this boat, with 2 soldiers as occupants, adrift in Niagara River. They were intoxicated and could not manage the boat, which was being rapidly carried by the wind and sea out into the lake. Life-savers, in surfboat, went to their assistance and towed them to the station.
May 14	Cuttyhunk, Massachusetts.	Catboat Hellas.....	This launch found the bar too rough to come into the bay, so the 2 occupants hoisted a distress signal. This was seen by the life-savers, who launched the surfboat and went to their assistance. The launch was anchored outside, $2\frac{1}{2}$ miles W. of the station and the occupants were brought ashore. On the 14th, the sea subsided and the life-savers placed the 2 men aboard their launch.
May 14	Fort Lauderdale, Florida..	Gas. lch. Ruth A....	Stranded $\frac{1}{2}$ mile WNW. of the station. The 2 occupants dropped 2 anchors, but the rough sea drove the boat farther up on the bar. Life-savers went to their assistance, carried out an anchor, and tried to heave the boat into deep water. The water had so fallen that it was found necessary to wait until high tide. They then returned to the scene and hove the boat afloat.
May 14	San Luis, Texas.....	Gas. lch. Clark.....	Stopped at the station for a supply of fresh water. The keeper gave the master the quantity needed.
May 14	Saluria, Texas.....	Slp. Novice.....	Strong N. wind and rough sea. Launch dragged her anchors and fouled the station wharf. She was discovered at 5.15 a. m. by the lookout. It was in imminent danger of being smashed by the seas. Life-savers went to the assistance of the 2 occupants, hove the launch clear of the wharf, and anchored it in a safe berth. They bailed out launch's skiff, which had swamped, and delivered it to the owners.
			Stopped at the station for a supply of fresh water. The keeper gave the master the quantity needed.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
May 14	Portage, Michigan, Lake Superior.	Gas. lch. Norway, and raft of logs.	Launch was unable to hold her tow against the strong wind and current. She made a distress signal and the life-savers, in the power lifeboat, hastened to the scene. A line was passed to the launch and, after a 3 hours' pull, the raft was got into the harbor.
May 14	Charlevoix, Michigan, Lake Michigan.	Sch. Silver King....	Life-savers took schooner's line and hauled her from the pierhead to her berth.
May 14	Point Betsie, Michigan, Lake Michigan.	Gas. lch., no name...	Engine became disabled and the launch was rapidly drifting out in the lake. Life-savers, in surfboat, went out and towed the launch ashore.
May 14	Two Rivers, Wisconsin, Lake Michigan.	Sc. Isolda Buck.....	Anchored in harbor abreast of the station. Master asked for assistance in warping vessel up to her moorings. Life-savers went out in skiff and rendered the desired assistance.
May 15	Sea Isle City, and Townsend Inlet, New Jersey.	Sc. William McGee..	Loaded with lumber, was bound up the coast, when vessel began to leak badly. It became water-logged and unmanageable. There was a heavy cross sea and strong ENE. wind. Crew set a signal of distress, which was discovered by the lookout at both stations at 4.45 a. m. Life-savers from Sea Isle City, in their surfboat, first reached the schooner. They brought the crew of 4 men to the station, where dry clothing from the W. N. R. A. supplies were issued to them. The life-savers from Townsend Inlet afterwards boarded the schooner, but found nothing could be done to save it. The vessel soon struck on Townsend Inlet bar and in less than an hour went to pieces.
May 15	Fort Macon, North Carolina.	Gas. lch., no name...	Broke down and went adrift near the station. Life-savers went out and towed it back to the harbor.
May 15	do.....	Yacht, no name.....	Two surfmen, on their return from Beaufort with the mail, discovered the yacht ashore. They hauled it off and took it to a safe anchorage.
May 16	City Point, Massachusetts.	Rowboat, no name..	Two men in this boat were fishing 500 yards NE. of the station. It capsized while one of the men was hauling in a fish. Life-savers hastened to the scene, but the 2 men had been picked up by fishermen nearer the scene. The life-savers took the 2 men ashore, righted the boat and towed it to the owner's landing.
May 16	Brenton Point, Rhode Island.	Gas. yt. Shur.....	Engine became disabled $\frac{1}{2}$ mile SSW. of the station. Life-savers, in surfboat, went aboard the yacht and assisted in repairing the engine.
May 16	Great Egg, New Jersey...	Gas. lch. Winks.....	Engine became disabled and the launch anchored 3 miles S. of the station. It was discovered by the life-savers, who went out in the surfboat and towed the launch into the inlet.
May 16	Two Mile Beach, New Jersey.	Gas. lch. Florence...	Stranded $\frac{1}{4}$ miles SW. of the station. Life-savers, in surfboat, proceeded to the scene, carried out an anchor, and assisted in floating the launch.
May 16	Brazos, Texas.....	Fish boat, no name..	A fisherman applied to the keeper for fresh water and was supplied with a barrel of it.
May 16	Erie, Pennsylvania, Lake Erie.	Gas. lch. Scorpion...	Gasoline exploded and set the boat on fire. The blaze was discovered by the lookout. Surfmen hastened to the scene, taking extinguishers and buckets with them, but the flames were beyond control. To save the launch, the surfmen scuttled it in 8 feet of water. It was afterwards raised and repaired.
May 16	Marblehead, Ohio, Lake Erie.	Gas. lch., no name..	Keeper was notified by a telephone message from the light-house, that this launch was disabled and needed assistance. It was towed to the station, supplied with gasoline, and then departed on its way.
May 16	Duluth, Minnesota, Lake Superior.	do.....	Broke down 1 mile SE. of the station and was drifting across the harbor, when it was discovered by a surfman. He went to its assistance with a launch and towed it to the dock.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 17	Hereford Inlet, New Jersey.	Gas. lch. Hellen.....	Could not get in over the bar, so the owner beached it 1 mile S. of the station. Life-savers, in surfboat, proceeded to the scene. They found that the boat had stove a hole in her bow on her own anchor. They patched it over with canvas and hove the boat out on the beach. Owner secured a team and the life-savers assisted in transporting the launch across the bar.
May 18	Portsmouth Harbor, New Hampshire.	Br. sc. Vere B. Roberts.	At 6 a. m., this schooner was discovered aground by the keeper. She had stranded 1 mile N. of the station. Life-savers carried out an anchor, hoisted her sails, and hove her into deep water. Vessel had suffered no damage.
May 18	Point Allerton, Massachusetts.	Sc. Mattakeesett....	Stranded on spit, $1\frac{1}{2}$ miles NNW. of the station. It was discovered by the lookout at 4 a. m. Life-savers, in surfboat, proceeded to the scene and assisted in running lines between tug and schooner. It was floated on the 19th, having suffered no damage.
May 18	Santa Rosa, Florida.....	Gas. lch. Privateer..	Engine became disabled and occupant of launch made signal for assistance. Life-savers, in power surfboat, went to his assistance. They towed the launch to the city, where repairs could be made.
May 18	Charlotte, New York, Lake Ontario.	Gas. lch., no name...	Batteries became exhausted and owner ran launch ashore. It was discovered by the lookout and patrol at 8.30 p.m. Life-savers towed the launch into the harbor.
May 18	Buffalo, New York, Lake Erie.	Catboat, no name...	Broke her gaff when sailing $\frac{1}{2}$ mile NW. of the station. Accident was observed by the lookout. Life-savers, in power surfboat, took the catboat in tow to the Erie Basin.
May 18	White River, Michigan, Lake Michigan.	Sc. Eliza Day.....	Life-savers took her line and hove her into the pier.
May 18	Humboldt Bay, California.	Scow, no name.....	Owner of scow called on keeper for assistance at 10.30 p. m. Life-savers went out in skiff and ran a line between the scow and a launch. The scow was floated and towed to the town. The next day the life-savers assisted in unloading the scow.
May 19	Point of Woods, New York.	Rowboat, no name..	Surfman found boat on the beach and hauled it up clear of the tide.
May 19	Durants, North Carolina..	Sc. Freddie L. Hamblen.	Parted anchor chain in a NW. gale and stranded 3 miles W. of the station. Life-savers, in power lifeboat, went on board, hove her into the channel, and anchored her there.
May 19	Saluria, Texas.....	Sc. Empress and slp. Nellie.	Keeper set the ranges to mark the channel for these vessels. They crossed out over the bar in safety.
May 19	Beaver Island, Michigan, Lake Michigan.	Lansing Shoal light-ship.	Keeper heard signals of distress, coming from the vicinity of Squaw Island. He employed 2 assistants, with their gasoline and Whitehall boats, and started for the scene. A dense fog prevailed at the time. Upon arrival at Squaw Island he was informed that the light-ship was missing from her moorings, 5 miles NE. of the island. The engineer and 2 seamen from the light-ship were found ashore at Squaw Island; they had left the light-ship the day before to carry the mail ashore. They had been unable to return, their launch having broken its rudder in the heavy sea and had run out of gasoline. The keeper and engineer went aboard another launch and stood along the coast, listening for fog and distress signals. When 25 miles W. of Squaw Island the light-ship was discovered by her whistling. They went aboard, got the ship under way, and steered back to her station. The light-ship was anchored and the keeper landed at Squaw Island. On the 20th the light-ship's launch conveyed him to his station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 19	Beaver Island, Michigan, Lake Michigan.	Str. Fannie O. Hart.	Stranded in a dense fog, $\frac{3}{4}$ miles E. of station. The keeper was absent, searching for the light-ship, but had left a temporary surfman in charge. This man, with a volunteer, went out to the steamer and brought 3 passengers ashore. The steamer worked off the shoal and the surfman sounded ahead, showing her the way into port. The fog was so dense that the steamer could not have entered without this assistance.
May 19	Charlevoix, Michigan, Lake Michigan.	Sc. Ford River.....	At 7 p. m. this schooner, which was lying outside, blew for a tug. Weather was very foggy. There was no tug in port. Life-savers went out and showed the master the way into port. They took vessel's lines and made them fast at the dock.
May 19	Frankfort, Michigan, Lake Michigan.	Str. George R. West.	Sprung a leak, while lying at the wharf, 400 yards N. of the station. The master notified the keeper by telephone. Life-savers took force pump into the surfboat and proceeded to the scene. They got the pump started just in time to save the tug from sinking.
May 19	Plum Island, Wisconsin, Lake Michigan.	Str. Frontenac.....	Foggy weather, steamer stranded 3 miles SE. of the station. Keeper telephoned for a tug, and life-savers, in surfboat, proceeded to the scene. They worked all night assisting the crew to shift cargo. The next morning a tug and barge arrived on the scene. Part of the cargo was lightered and the steamer was hauled off the reef.
May 19	Cape Disappointment, Washington.	Fish boat, no name..	Fresh SW. wind and high sea. This boat, with 2 occupants, was drifting in on the shoal, $\frac{1}{2}$ miles S. of the station. Life-savers, in power lifeboat, patrolling off Peacock spit, discovered their predicament. They threw a line to the fishermen and towed them clear of the shoal.
May 20	Charlotte, New York, Lake Ontario.	Small boat, no name..	At 6.50 a. m. the lookout discovered this boat adrift, 1 mile E. of the station. Life-savers, in power lifeboat, went out and towed it ashore.
May 20	Harbor Beach, Michigan, Lake Huron.	Sc. J. L. Green.....	Stranded 20 miles S. of the station. The master telephoned to the keeper for a tug. No tug could be secured, so the life-savers, in the power lifeboat, proceeded to the scene. They pumped out the schooner and carried out an anchor and line. This line was led to the windlass; by heaving on it and by pulling with the power lifeboat the schooner was worked into deep water.
May 20	Duluth, Minnesota, Lake Superior.	Skiff, no name	Went adrift in a NE. gale. It was discovered by the lookout. Surfman went out in launch and delivered skiff to owner.
May 20	do.....	do.....	Was floated off the beach by the high water. 2 surfmen went out in a launch, towed skiff ashore, and delivered it to its owner.
May 20	Old Chicago, Illinois, Lake Michigan.	Gas. lch., no name..	Engine became disabled when launch was $\frac{1}{2}$ mile E. of the station. The accident was discovered by the lookout who gave the alarm. Life-savers assisted launch by towing it to the dock.
May 20	Cape Disappointment, Washington.	Gas. lch. Tourist....	Broke down 3 miles S. of the station and started to drift out to sea. Its predicament was discovered by the lookout and he gave the alarm. Life-savers, in power lifeboat, went to its aid and towed the launch to the station. Launch contained 5 occupants and but for the prompt assistance rendered would have been wrecked on the bar.
May 21	Hereford Inlet, New Jer- sey.	Dory, no name.....	Parted its cable and washed ashore. It was secured by a surfman and was held at the station until claimed by its owner.
May 21	Gull Shoal, North Carolina	Sc. Neva Pearl.....	Ran on a reef $\frac{1}{2}$ miles S. of the station. Life-savers proceeded to the scene and assisted in heaving schooner into deep water.
May 21	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	Was caught in a wind squall and became water-logged, $\frac{1}{2}$ mile NW. of the station. Accident was observed by the lookout. All occupants but one swam ashore. Life-savers hastened to the scene, took the man aboard, and towed the shell to the yacht club.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 21	Hammond, Michigan, Lake Huron.	Str. Joshua W. Rhodes.	Keeper was notified by telephone that steamer had stranded, in dense fog, 9 miles NW. of the station, and 1 mile N. of Grace Harbor. Life-savers, in surfboat, proceeded to the scene; they carried ashore telegrams for a wrecking tug and barge. They kept watch the nights of May 21, 22, and 23. Life-savers were engaged May 22 and 23 in carrying telegrams to and from the steamer and in removing hatch covers. The tug Favorite arrived May 23, but was unable to float the steamer. At 1 a. m. the 24th the tug General, with the barge Rescue, arrived. Life-savers assisted in running lines and in lightering 1,600 tons of her cargo of coal. The steamer was released at 9 a. m. May 24.
May 21	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Sc. Mary Ludwig...	At 9.15 p. m. the keeper received a telephone message from White Fish Bay, stating that the schooner was ashore 7 miles NE. of the station. Schooner had stranded in a dense fog. Keeper telephoned for a tug, but none could be secured. Life-savers launched the surfboat and started for the vessel, arriving at 12.30 a. m. They carried out 2 anchors, and at 10 a. m. succeeded in heaving the schooner off the rocks, apparently undamaged. But for this timely assistance, the schooner would have been lost.
May 22	Point Lookout, New York.	Dory.....	A dory, marked Reading, was found on the beach by a surfman. It had been stove in.
May 22	Barneget, New Jersey.....	Catboat, Cora H.....	Stranded on N. side of inlet. Life-savers proceeded to the scene, floated the boat, and took it to a safe anchorage.
May 22	Oswego, New York, Lake Ontario.	Gas lch., no name...	With 4 occupants aboard it became disabled 1½ miles NW. of the station. Life-savers went to their assistance and towed the launch to its dock.
May 22	Bois Blanc, Michigan, Lake Huron.	Str. Mauch Chunk.	In foggy weather stranded 6 miles SW. of the station. It was discovered by the lookout, and the life-savers, in the lifeboat, proceeded to the scene. They ran a line from the stranded vessel to the steamer E. L. Wallace, but the latter was unable to float the Mauch Chunk. On May 23 the steamer Saranac arrived and the life-savers ran her line to the Mauch Chunk. Four hundred and fifty tons of flour were lightered from the craft, and the Saranac hauled her afloat. Life-savers assisted in restowing the flour, and the Mauch Chunk proceeded on her way.
May 22	Charlevoix, Michigan, Lake Michigan.	Str. J. S. Grouse and scs. Lillie E. and Major J. N. Ferry.	Surfmen took their lines and assisted them in mooring. The steamer had unshipped her rudder, and parted 2 lines in getting her alongside.
May 22	Cape Disappointment, Washington.	Fish boat, no name..	Rough sea and strong ebb tide. The 2 occupants could not stem the current and were fast drifting down on the bar. They were discovered by the lookout, who immediately gave the alarm. The life-savers, in the power lifeboat, went to their assistance. A line was hove to the fishboat and, after 3 hours of towing, the boat and occupants were landed at the station.
May 22	Point Adams, Oregon,.....	do.....	Drifted dangerously near the breakers on Clatsop spit, 4½ miles W. of the station. The 2 occupants were trying to pick up their net. Life-savers, in power lifeboat, were patrolling near by. A line was thrown to the fishboat, and it was towed into deep water.
May 22	do.....	do.....	Drifted into the breakers on Clatsop spit, while the 2 occupants were picking up their net. Accident occurred 5 miles W. of the station. Their predicament was observed by the life-savers who were patrolling near by. A line was thrown from the power lifeboat to the fishermen, and they were towed from the breakers into deep water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 23	White Head, Maine.....	Sc. Abbie S. Walker.	Stranded $1\frac{1}{2}$ miles N.E. of the station. It was discovered by the patrol. Life-savers launched the surfboat and went to her assistance. They set sail and at high tide worked the schooner off the ledge. A dense fog set in at this time, so the life-savers took the schooner to a safe anchorage in Seal Harbor.
May 23	City Point, Massachusetts.	Gas. lch. Tramp	Engine became disabled when the launch was 4 miles N.E. of the station. There was a party of 12 aboard. They hoisted their ensign, union down, and the life-savers went to their assistance. The launch was towed to its dock.
May 23	Nauset, Massachusetts....	Sc. Mary L. Crosby.	Ran ashore at 2.30 a. m., 1 mile S. of the station. Accident was discovered by the patrol. Surfboat was immediately launched and the life-savers went aboard. They took in sail, which was driving the vessel farther ashore, and started the pumps. Keeper sent word to a wrecking company, whose force soon arrived and started to work on the vessel. Keeper transported all baggage and fittings to the station, as the vessel was expected to fill at high tide. The crew of 7 men were lodged and fed at the station until May 25, on which day the schooner was floated and towed to Vineyard Haven.
May 23	Little Beach, New Jersey.	Ger. str. Hornsee....	As the fog lifted at 5 a. m. the lookout discovered steamer ashore, 3 miles S. of the station. Life-savers, in surfboat, went aboard. At request of the master, the keeper sent a telegram to the New York agents, requesting that a tug be sent. The tug Relief floated the steamer at 2 a. m., May 24.
May 23	Charlotte, New York, Lake Ontario.	Gas. lch. Belle.....	Engine became disabled, when launch was 1 mile NNW. of the station. Life-savers, in power lifeboat, went to its assistance and towed the boat to an anchorage.
May 23	Old Chicago, Illinois, Lake Michigan.	Sailboat, no name...	At 10.20 p. m., the keeper was notified over the telephone that this boat was in distress $2\frac{1}{2}$ miles N. of the station. Surfmen, in power lifeboat, proceeded to the locality. The 2 occupants were unable to make the harbor; the wind was unfavorable and they were inexperienced boatmen. The boat was towed to the station. One of the men who had fallen overboard was supplied with clothing from the W. N. R. A. stores.
May 24	Burnt Island, Maine.....	Slp. Fredonia.....	Engine became disabled and the 2 occupants, fishermen bound for the fishing grounds, came to the station for assistance. After working $2\frac{1}{2}$ hours on the engine the keeper completed repairs and the fishermen proceeded on their way.
May 24	City Point, Massachusetts.	Gas. lch. Bat.....	Broke its crankpin, when $\frac{3}{4}$ mile S. of the station. Accident was discovered by the lookout. Life-savers went to boat's aid and towed it to the yacht club.
May 24	Fire Island, New York....	Sc. Sally M. Russel..	While trying to enter inlet, was set ashore by the strong tide 2 miles NW. of the station. Accident was discovered by a surfman and the station crew in surfboat went to the scene. They carried out an anchor and took its line to the windlass. At high tide the schooner was hove into deep water.
May 24	Big Sandy, New York, Lake Ontario.	Ga. lch., no name...	Propeller became loosened when launch was 2 miles S. of the station. Lookout reported the launch in trouble and life-savers, in power surfboat, proceeded to the scene. They towed the launch into the station and hauled it out on the ways. Propeller was secured and the launch proceeded on its way.
May 24	Cleveland, Ohio, Lake Erie.	Gas. lch. Hustler....	Was moored at the pier, $\frac{1}{2}$ mile S. of the station. At 10 p. m. lookout discovered it in flames. Life-savers, equipped with fire

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 24	Cleveland, Ohio, Lake Erie.	Gas. lch. Hustler....	extinguishers and buckets, hastened to the scene. Two tugs assisted in putting out the fire, which was accomplished after a hard fight. One of the fire fighters was badly burned; keeper took him to the station, bandaged his burns, and sent him in a boat to his home.
May 25	Squan Beach, and Bayhead, New Jersey.	Str. Seminole.....	Stranded in thick fog, 1½ miles S. of Squan Beach and 2½ miles N. of Bayhead stations. The keepers of both stations were notified of the occurrence by telephone. Life-savers from both stations launched their surfboats and boarded the Seminole. They carried out 2 of her anchors, but could not float her. The wrecking tug Relief arrived at 6 p. m., and at 4.25 the next morning it succeeded in hauling the Seminole into deep water.
May 25	Buffalo, New York, Lake Erie.	Shell, no name.....	With 1 occupant, this shell capsized ¼ mile S. of the station. The accident was observed by the lookout. Life-savers, in power surfboat, hastened to the scene. They righted and bailed out the shell and took the man into the surfboat. He afterwards rowed the shell to the club house.
May 26	Louisville, Kentucky.....	Canoe, no name.....	Lookout discovered this boat, with 2 occupants aboard, in danger at the head of the falls. Life-savers went to their assistance. The 2 men had got ashore, but, at their request, the life-savers towed the canoe to the city wharf.
May 27	Newburyport, Massachusetts.	Gas. lch., no name.	Became unmanageable in a NE. squall and stranded ¾ mile N. of the station. Life-savers assisted in floating the launch and in taking it up the river for repairs.
May 27	Ashtabula, Ohio, Lake Erie.	Str. Wonder.....	Ran aground 300 yards WNW. of the station. Life-savers launched the surfboat and went to steamer's assistance. They set out a kedge anchor by which the steamer was hove afloat. The Wonder steamed into the harbor.
May 28	Point of Woods, New York.	Gas. yt. Flaneur...	Stranded 2½ miles NNW. of the station. Wind was blowing strong from the SE. and there was a rough sea. Accident was reported by the lookout. Life-savers proceeded to the scene, took in yacht's sails, carried out her anchor, and hove her into deep water. Keeper brought the yacht abreast of the station and anchored her in deep water.
May 28	Tathams, New Jersey.....	Gas. lch. Photograph	Master did not know the channel and he ran the launch aground, 1 mile NW. of the station. Life-savers went to his assistance, carried out an anchor, and hauled the launch afloat.
May 28	Louisville, Kentucky.....	Gas. yt. Thelma.....	Engine became disabled and yacht, with 2 men aboard, was drifting toward the head of the falls. Life-savers, in station skiff, went to the assistance of the yacht. They threw a line aboard and towed her to the shore.
May 28	Duluth, Minnesota, Lake Superior.	Gas. lch., no name.	Engine became disabled and the launch went adrift 200 yards W. of the station. Accident was observed by the lookout. Surfmen went to the aid of the launch and towed it to the dock.
May 28	Muskegon, Michigan, Lake Michigan.	Str. Rutland.....	Sounded signals for assistance, when about 3 miles W. of the station. Life-savers, in surfboat, went to her assistance. The master needed a pilot, the weather being very foggy. The keeper went aboard and piloted the steamer into port.
May 28	South Chicago, Illinois, Lake Michigan.	Gas. lch. Harvey....	At 8.30 p. m., life-savers, in power lifeboat, went out to search for a launch. This launch had been out all day with a pleasure party of 8 persons aboard. The weather was squally with rain and there was a moderate sea. The launch, when found, had drifted against the breakwater,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 28	South Chicago, Illinois, Lake Michigan.	Gas. lch. Harvey....	1½ miles E. of the station. The machinery had been disabled and the boat was in danger of being smashed to pieces. A line was thrown aboard the launch and it was towed to its moorings in Calumet River.
May 29	Quoddy Head, Maine.....	Sc. Cora Green.....	Came into Quoddy Bay and anchored in a dangerous berth. Life-savers went aboard and shifted her anchorage.
May 29	Fletchers Neck, Maine....	Dory, no name.....	Found on the beach by a surfman. It was taken to the station to await claim of owner.
May 29	Coskata, Massachusetts....	Gas. lchs. Jules Dais and Little Cath- rine.	These launches made signals of distress to the station. They were discovered by the lookout when they were 1½ miles E. of the station. Weather was setting in foggy. Surfmen went out to the launches and found that they had lost their way into Nantucket. One of the surfmen went with them to pilot the boats into harbor.
May 29	Brenton Point, Rhode Island.	Skiff, no name.....	Capsized in the surf 2½ miles W. of the station. The sea was rough and there was a fresh SW. wind. The predicament of the occupant was discovered by the patrol. Surfmen hastened to the scene, took the man into their boat, and hauled the skiff upon the beach. He was taken to the station and was given meals and lodging until June 1, the surf being too high to launch his skiff before that date. This fisherman was supplied with dry clothing from the W. N. R. A. stores.
May 29	Atlantic City, New Jersey.	St. yt. Elsa II.....	In a dense fog, anchored off the bar, 1½ miles SE. of the station. She blew her whistle for a pilot, the signal was discovered by the lookout, and it was reported to the keeper. As there were no regular pilots on hand, life-savers went out in surfboat and brought yacht to an anchorage in the inlet. They landed 3 of her passengers at the wharf.
May 29	Cape Lookout, North Car- olina.	Gas. lch., no name...	Dragged her anchor and stranded ½ mile N. of the station. NE. gale and a rough sea. Life-savers floated launch and took it into a safe harbor.
May 29	Fort Macon, North Caro- lina.	Gas. lch. Columbia..	Engine became disabled and had to anchor off a lee shore. Wind was blowing a gale from NW. Parted her cables and stranded ¾ mile NW. of station. Surfmen went to the aid of the launch, carried out 2 anchors, hove her into deep water, and anchored her in Cowpen Creek. The owner, a fisherman, was taken to the station, where he was given a warm supper and a bed for the night.
May 29	Ashtabula, Ohio, Lake Erie.	Str. Wonder.....	While working engine, caught a line in her propeller. At request of her master surfman dived down and cut line clear of the propeller.
May 29	Charlevoix, Michigan, Lake Michigan.	Str. Jesse Farewell..	At the request of the master, surfman took steamer's lines and made them fast at the wharf.
May 29	South Haven, Michigan, Lake Michigan.	Sand-sucker, no name.	Surfman, in Whitehall boat, went off to sand-sucker to deliver a message on board.
May 30	City Point, Massachusetts.	Slp. Irene.....	Dragged anchor in a fresh SW. breeze and was drifting down on stone pier when discovered by the lookout. Surfmen anchored to windward of sloop, ran a line to her, and then towed her out to a safe anchorage. She was secured with 2 anchors.
May 30	do.....	Gas. lch. Whido.....	While cruising in a thick fog the launch stranded 1½ miles N. of the station. When fog lifted, it was discovered by the lookout. Surfmen went to launch's aid and pulled it off the rocks. It had suffered no damage and proceeded on its way.
May 30	City Point, Massachusetts.	Gas. lch. Beatrice...	Engine became disabled and launch started leaking. Accident occurred at 7 p. m., when launch was ¼ mile SE. of the station. Sea was rough, wind was fresh SE., and it was raining. The 7 occupants called out for assistance and their cries were heard by the lookout. Life-savers went out in power boat and towed the Beatrice to the dock. (See letter of acknowledgment, p. 264.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 30	City Point, Massachusetts.	Slp. Snohomis.....	Dragged anchor and fouled yacht club float. A red Coston signal was burned on the sloop and the life-savers proceeded to the scene, $\frac{1}{2}$ mile NNW. of the station. They anchored their power boat well offshore and ran a line to the sloop. The sloop was towed out to deep water and anchored in a safe berth.
May 30	do.....	Slp. Gipsev.....	Parted her cable in a SW. gale and dragged down on stone wall, $\frac{1}{2}$ mile NNW. of the station. She was discovered by the lookout at 11.30 p. m. and the life-savers went to her aid. They anchored their power boat offshore and ran a line to the sloop, which was found to be badly chafed. The sloop was towed clear of the many boats lying near and was secured at a spare mooring.
May 30	Point Allerton, Massachusetts.	Gas. lch. Saracen...	Dragged anchors and stranded $\frac{1}{2}$ mile S. of the station. There was a strong wind, rough sea, and it was raining. Cries were heard by the lookout at 10.30 p. m. Life-savers, in surfboat, proceeded in the direction indicated. They found the launch anchored near the rocks and dragging toward them. Life-savers dropped another anchor, which held the launch, and took the 4 occupants to the station. They were given dry clothing from the W. N. R. A. supplies and were kept at the station until the next day. (See letter of acknowledgment, p. 264.)
May 30	Brenton Point, Rhode Island.	Catboat Cora.....	Dragged its anchor and stranded on the rocks $\frac{1}{2}$ mile NW. of the station. Owner called out for assistance and his cries were heard by the lookout at 9.40 p. m. Life-savers proceeded to the scene and hauled the boat into deep water.
May 30	New Shoreham, Rhode Island.	Slp. Eva Alice.....	Missed stays and had to anchor dangerously near the surf to avoid going ashore. There was a strong SE. wind and a high sea. Life-savers secured a power boat and went out in their small boat to run a line to the sloop. The power boat towed the sloop into the harbor, where it was safely anchored.
May 30	Lewes, Delaware.....	Slp., no name.....	Parted its cable and dragged into the pier, $\frac{1}{2}$ mile W. of the station. It was discovered by one of the surfmen. Life-savers laid out a kedge from the surfboat and hauled the sloop clear of the pier.
May 30	New Inlet, North Carolina.	Fish boats (2), no names.	Had run ashore during night to escape heavy squall. Life-savers assisted in launching them off the beach.
May 30	Galveston, Texas.....	Gas. lch. Fortuna....	Became disabled 300 yards NW. of the station at 7.30 p. m., and was drifting out with the tide. Surfmen went out and towed the launch to the station, where necessary repairs were made.
May 30	Erie, Pennsylvania, Lake Erie.	Gas. lch. Ida.....	Engine became disabled and launch went adrift 4 miles NNW. of the station. Man came ashore in small boat and requested the keeper to give him assistance. Life-savers, in power lifeboat, went out to the launch and towed it to the Erie dock.
May 30	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Parted moorings and went adrift in a NE. gale. Boat was discovered by the lookout at 6 a. m. A surfman went out in a power boat and towed the launch to the boathouse dock.
May 30	Charlevoix, Michigan, Lake Michigan.	Str. Three Brothers.	Life-savers went out to the steamer, 1 $\frac{1}{2}$ miles out in the lake. It was very foggy and the steamer did not know the way in. Life-savers piloted the steamer to her dock.
May 30	Holland, Michigan, Lake Michigan.	Str. Puritan.....	Stranded on the bar 2 miles E. of the station, at 11 p. m. Her distress signals were heard by the lookout. Life-savers launched the surfboat and proceeded to the scene. At the master's request they engaged a tug, which succeeded in floating the steamer.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. May 30	Old Chicago, Illinois, Lake Michigan.	Sailboat, no name...	Keeper was notified by telephone that boat had been driven on a point of rocks, during the night, at a point 5 miles N. of the station. The sea was rough and the weather was squally. Life-savers in power lifeboat proceeded to the scene. The owner of the boat was found on the rocks; he was sick and almost helpless. Life-savers launched the sailboat and towed it to the water crib, 3 miles distant.
May 30	do.....	Slp. yt. Little One..	Was discovered by the keeper, 3½ miles ENE., flying a distress signal. Surfmen, in power lifeboat, hastened to sloop's aid and found her half full of water. There were 3 men and 1 woman aboard. The life-savers took the sloop in tow and landed the party at the yacht club dock.
May 31	Hunniwells Beach, Maine.	Catboat Sea Foam...	Sunk ½ mile ENE. of the station. Strong SW. wind and heavy surf. Its mast was discovered by the lookouts at 6.30 a. m., when the fog lifted. Life-savers went out in surfboat, raised the Sea Foam, bailed it out, made repairs, and delivered it to the owner.
May 31	Wallis Sands, New Hampshire.	Dory, no name.....	Picked up on the beach near the station. Surfman hauled it out and sent word to owner.
May 31	City Point, Massachusetts.	Slp. Rival and gas. lch. Georgie.	These boats were driven up on the beach in the SE. gale of May 30. The next day the life-savers dug trenches around them and, at high water, they were hauled afloat by the steam launch Relief.
May 31	North Scituate, Massachusetts.	Sc. yt. Clio.....	Broke anchor stock and stranded 2½ miles S. of the station. It was discovered by a surfman. Life-savers proceeded to the scene; carried out the broken anchor, which they backed with a smaller anchor; lashed empty kerosene barrels under the keel; and at high water the schooner was floated.
May 31	Fourth Cliff, Massachusetts.	Gas. lch., no name..	Broke adrift from her moorings in S. gale and stranded ½ mile S. of the station. At the request of the owner, the life-savers placed planks and rollers so that launch could be floated at high water.
May 31	Saluria, Texas.....	Sc., name unknown.	Keeper set ranges to enable vessel to cross the bar. Schooner came in and stood up the pass.
May 31	Buffalo, New York.....	Gas. lch. Ida.....	At 1.30 p. m. the lookout reported this launch as disabled. The surfmen, in power lifeboat, proceeded to the scene and towed the Ida to Erie basin.
May 31	Louisville, Kentucky....	Skiff, no name.....	With a man and woman as occupants, was in danger at the head of the falls. Life-savers went to their assistance and towed them to the station. After the keeper had directed them how to proceed, the man and woman departed on their way.
May 31	Charlevoix, Michigan, Lake Michigan.	Sc. Elyda.....	Surfmen took schooner's lines and made her fast at the dock.
May 31	Milwaukee, Wisconsin, Lake Michigan.	Gas. lch., Lydia Ann.	Engine became disabled 1 mile E. of the station. It was discovered by the lookout. Surfman went out and towed the launch into the harbor.
June 1	Gloucester, Massachusetts.	Slp. Mabel.....	Anchored to windward of the breakwater in a heavy NE. squall, 1½ miles SE. of the station. Dragged its anchors and collided with the breakwater, carrying away sloop's bowsprit. The accident was observed by the keeper. The surfmen anchored their boat to windward of the sloop, veered cable, and dropped down alongside of her. They securely lashed the sloop's broken bowsprit, cleared fouled rigging, made sail, and worked her out of her dangerous position.
June 1	Hereford Inlet, New Jersey.	Slp. Ethel Ray.....	Owner did not know the channel and ran the sloop on the bar, 1 mile S. of the station. Keeper employed an assistant (inactive season) and went to sloop's aid. After working on her for 4 hours she was floated.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
June 1	Fort Lauderdale, Florida..	Gas. lch., no name..	Keeper assisted the two occupants in securing this launch at the station during a severe squall. He also gave them dry clothing from the W. N. R. A. stores.
June 1	Santa Rosa, Florida.....	Yawl, no name.....	At 8.45 p. m., the keeper heard cries, coming from some point out in the bay. Keeper employed 5 assistants (inactive season) from the crowd on the beach and proceeded to the scene in the power surfboat and dingey. $\frac{3}{4}$ mile NE. of the station they found an overturned yawl, to which 10 soldiers were clinging. The soldiers were taken into the life-saver's boats and conveyed to Fort Pickens.
June 1	Erie, Pennsylvania, Lake Erie.	Gas. lch., Camille....	At 8.45 p. m., the keeper was notified by telephone that the launch was disabled, $3\frac{1}{2}$ miles E. of the station. The life-savers, in the power lifeboat, proceeded to the scene. The launch, with 9 occupants, was found and towed to Erie dock.
June 2	City Point, Massachusetts.	Slp. Virgo.....	Was discovered by the patrol $\frac{1}{2}$ mile SW. of the station. It was dragging its anchor and drifting down on Thompsons Island. Patrol hove up her anchor and took the sloop into smooth water, under the lee of the land. He left her there, safe at anchor.
June 2	do.....	Slp. Olive A. Orne..	Dragged ashore during a gale May 30; succeeding tides were too low to float her. At the request of her owner the life-savers removed sloop's ballast, dug a trench, and succeeded in floating her.
June 2	do.....	Gas. lch. Oriole.....	Engine became disabled $\frac{1}{2}$ mile SW. of the station. The occupant made a signal for help and the life-savers towed the launch to its moorings.
June 3	Hereford Inlet, New Jersey.	Gas. sc. Alberta L...	Stranded $\frac{1}{2}$ mile E. of the station. Life-savers kept watch on schooner until it was safely floated.
June 3	Kenosha, Wisconsin, Lake Michigan.	Small boat, no name.	Assistant keeper started out to light-house with boat overloaded with lumber. The boat swamped, but the light-keeper succeeded in climbing out on pier. Life-savers, in surfboat, picked up the lumber and hauled the boat up on the pier.
June 4	Duluth, Minnesota, Lake Superior.	Gas. lch., no name...	Exhausted its supply of gasoline and went adrift 1 mile SW. of the station. Its predicament was discovered by the lookout. A surfman went out and towed the launch to its destination.
June 4	Frankfort, Michigan, Lake Michigan.	Gas. lch. Linden....	The owner had a party of 3 ladies out for a pleasure trip. Launch ran out of gasoline when 1 mile WSW. of the station. The owner made a distress signal, which was observed by the lookout. Surfmen went out in surfboat and towed launch into the harbor.
June 6	City Point, Massachusetts.	Rowboat, no name..	Four boys were out rowing, when the breeze increased and the boat began shipping water. When $\frac{1}{2}$ mile SE. of the station they made signals of distress, which were observed by the lookout. Life-savers went out in power boat and towed them to the public landing.
June 6	Atlantic City, New Jersey.	St. yt. Viva.....	Stranded and then sank $\frac{1}{2}$ mile E. of the station. The accident occurred at 11 p. m. and was immediately discovered by a surfman. He reported to the keeper, who employed volunteers to man the surfboat (inactive season). There was a high sea at the time. When the surfboat reached the yacht, the keeper found that the seas had nearly washed away the deck houses. The occupants, 4 men and a dog, were taken into the surfboat and landed at the station. The men were wrapped in blankets and given stimulants. Dry clothing was issued to them from the W. N. R. A. supplies, and they were given board and lodging until the next day. The yacht went to pieces the night of June 7.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908 June 6	Aransas, Texas.....	Gas. sc. Katie M....	Leaking badly, came in and anchored 1 mile N. of the station. To avoid sinking, the cable was slipped, and the schooner was beached. Flash-light signals were made at 8.30 p. m., which were discovered at the station. Keeper employed a crew (inactive season), launched the surfboat, and went to the scene. The vessel's crew were nearly exhausted, having been working at the pumps since the preceding night; life-savers manned the pumps and kept the vessel free until morning, when a lighter arrived and the cargo was discharged.
June 6	Charlotte, New York, Lake Ontario.	Small boat, no name.	Two intoxicated men were out in this boat, $\frac{1}{2}$ mile NNE. of the station. In trying to change seats they capsized the boat. The accident was observed by the lookout and the surfmen hastened to the scene. The men had been picked up by a passing launch. They were taken into the keeper's dingey and brought to the station, where they were given dry clothing from the W. N. R. A. supplies.
June 6	Louisville, Kentucky.....	Flatboat, no name..	At 4.20 a. m. the lookout discovered this flat in danger at the head of the falls. There was 1 man aboard. Lookout gave the alarm and life-savers hastened to the scene. A line was secured to the flatboat and it was safely towed over the falls. The occupant was old and crippled and but for this prompt assistance would surely have been drowned.
June 6	do.....	Skiff, no name.....	Lookout discovered a skiff with 3 occupants in danger at the head of falls, $\frac{1}{2}$ mile NW. of the station. Life-savers proceeded to the scene, caught the skiff, and brought it to the station.
June 6	do.....	Gas. yt. Thelma.....	Lookout discovered this yacht in danger at the head of the falls, $\frac{1}{2}$ of a mile from the station. The alarm was given and the life-savers, in 2 boats, hastened to the scene. A line was given to the Thelma, but the life-savers could not make headway against the strong current. They then took her into the Indiana chute and safely over the falls.
June 6	Marquette, Michigan, Lake Superior.	Slp., no name.....	With 3 occupants, capsized $\frac{1}{2}$ mile SW. of the station. Accident was discovered by a surfman, who jumped into a rowboat near the scene and with a plank for a paddle hastened to the rescue. He caught Fred Stickney as he was sinking for the third time. The other surfmen picked up John Fagan, who was clinging to the bottom of the boat. The third man had swum ashore. The overturned boat was righted and towed ashore.
June 6	Ludington, Michigan, Lake Michigan.	Skiff, no name.....	Patrol discovered a skiff adrift near the beach. He hauled it up clear of the surf.
June 7	Fourth Cliff, Massachusetts.	Gas. lch., no name..	Stranded 1 mile N. of the station. The accident was discovered by the keeper, who launched his dory and went out to the launch. By taking 8 of the 10 occupants from the launch into the dory the launch was floated. She was then taken into deep water and the 8 men were returned aboard. The keeper then piloted the launch into the river.
June 7	Oswego, New York, Lake Ontario.	Rowboat, no name..	At 3.30 a. m. the patrol observed this boat, with 2 occupants, capsize $\frac{1}{2}$ mile NE. of the station. He hastened to the station, launched a skiff, and, with another surfman, hastened to the scene. The surfmen took the 2 fishermen from the water, secured their fishing tackle, and righted their boat. The fishermen were brought to the station.
June 7	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Louise.....	Engine became disabled 1 mile SE. of the station. Wind was blowing strong from the SW. The launch was drifting out into the lake when discovered by the lookout. Life-savers, in surfboat, went out and towed the launch into harbor,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1308.			
June 7	Sheboygan, Wisconsin, Lake Michigan.	Str. Pere Marquette No. 5.	Life-savers handled steamer's lines at its arrival and departure.
June 7	Nome, Alaska.....	Gas. sc. Diamond L.	With a party of walrus hunters aboard was caught in the ice and finally landed at Sledge Island. By telephoning up the coast and by making inquiry on incoming vessel keeper located the schooner and gave notification to parties concerned.
June 8	Saluria, Texas.....	Gas. sc. M. L. Weaver.	Lookout discovered this schooner standing down the channel for the bar. Keeper set the ranges and the schooner crossed out to sea.
June 8	Erie, Pennsylvania, Lake Erie.	Gas. lch. Hoodoo....	Engine became disabled and launch stranded $\frac{1}{2}$ mile WSW. of station. There was a party of 4 women aboard. Life-savers in power lifeboat proceeded to the scene at 11.20 p. m. They took the women into the lifeboat and took the launch in tow. The party was taken to the Erie dock.
June 8	Duluth, Minnesota, Lake Superior.	Skiff, no name.....	Two fishermen were out in this boat attending their nets, 2 miles NE. of the station. Strong wind sprang up and was blowing them offshore when they signaled to the station for assistance. Life-savers in power lifeboat went out and towed them ashore.
June 10	Holland, Michigan, Lake Michigan.	Bge. Oak Leaf.....	Was lying in a dangerous position at break-water, $\frac{1}{2}$ mile W. of station. There was a strong NW. wind and the barge was exposed to the sweep of the seas. Lookout discovered a small gasoline launch trying to move the barge. As it was unsuccessful, the life-savers in surfboat hastened to the scene. They ran warps to the north pier and hauled the barge into the shelter of the harbor.
June 10	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Doze.....	Engine became disabled and the launch anchored 1 mile SE. of the station. There was a strong NE. breeze and a high sea; the anchor did not hold and the launch drifted toward the piers. The occupants consisted of 1 man and 3 women. At 9 p. m. a torch was burned on the launch, which was discovered by the lookout. Life-savers in surfboat proceeded to the scene. They picked up the launch, as it was dragging into the breakers; it would have soon smashed into the piers. The life-savers towed the launch into the harbor.
June 11	Bulow, Florida.....	Gas. lch. Capt. Jack.	When launch was 4 miles S. of the station the propeller worked loose on its shaft. Launch made a signal of distress, which was observed by the keeper. He went to the launch's assistance and secured the propeller on its shaft.
June 11	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine became disabled and the launch went adrift 1 mile SW. of the station. It was discovered by the lookout, who gave the alarm, and a surfinman went out and towed the launch to a repair shop.
June 12	Grand Marais, Michigan, Lake Superior.	Sailboat, marked L. H. E.	Keeper received word that this boat was ashore 20 miles W. of the station. Life-savers in surfboat proceeded to the scene and found the boat. It contained the body of a man who apparently had been dead for several days. The body was taken into the surfboat and the sailboat was hauled out on the beach and the bottom patched. The sailboat was delivered to the keeper of the Big Sable light-house. The body was delivered to the coroner. The man was probably caught out in the NW. gale of the 7th, and died of exposure.
June 13	Duluth, Minnesota, Lake Superior.	Slp. yt. Feather.....	Capsized while racing 300 yards SW. of the station. Life-savers, in launch and in lifeboat, hastened to the aid of the 3 men thus thrown into the water. The men were taken into the lifeboat, and the launch towed the sloop to the station.
June 13	Charlevoix, Michigan, Lake Michigan.	Gas. sc. City of Grand Haven.	Life-savers took lines of the schooner, as it sailed into port, and made them fast at the wharf.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. June 14	Charlotte, New York, Lake Ontario.	Skiff, no name.....	Patrol discovered this boat, $1\frac{1}{2}$ miles NE. of the station, being blown out into the lake, before a heavy squall of wind and rain. There were a man and woman in the skiff, and they seemed helpless against the force of the squall. The alarm was given, and the life-savers, in the power lifeboat, hastened to the scene. The occupants were taken into the lifeboat, and the skiff, which was half full of water, was taken to the station. But for this prompt assistance, the parties would have been lost. The man was unable to row. Dry clothing from the W. N. R. A. supplies were issued to them.
June 14	Louisville, Kentucky.....	Skiff, Sallie K.....	Lookout discovered this boat, with a man and a boy aboard, in danger above the cross dam, $\frac{1}{2}$ mile N. of the station. Life-savers went out and towed the skiff to the station. The occupants were inexperienced boatmen and did not realize the danger to which they were exposed.
June 14	Duluth, Minnesota, Lake Michigan.	Gas. lch., no name..	Engine stopped and launch went adrift $\frac{3}{4}$ miles NW. of the station. It was discovered by the lookout and the life-savers went to its aid. They towed the launch into its slip.
June 14	do.....	Slp. yt. Thistle.....	Capsized $\frac{1}{2}$ mile S. of the station. Accident was discovered by the lookout, who gave the alarm. Life-savers, in surfboat, proceeded to the scene. They righted the sloop and towed it ashore. The man had been taken from the water by the yacht club launch.
June 14	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Jupiter....	Ran out of gasoline and stranded $2\frac{1}{2}$ miles S. of the station. There was a strong N. wind and the sea was rough. Life-savers proceeded to the scene, in the surfboat, and ran a line from a tug to the launch. They then cleared the launch of water and sand and the tug hauled it afloat. It had suffered no damage.
June 14	Sheboygan, Wisconsin, Lake Michigan.	Str. Nyack.....	Life-savers handled steamer's lines upon her arrival and departure.
June 15	Gurnet, Massachusetts....	Slp., no name.....	At 4 a. m. a fisherman came to the station and notified the keeper that his sloop had gone adrift during the night. Life-savers launched the power lifeboat and started in search. After going 6 miles they sighted a sloop towing the missing boat. They secured the boat and returned it to its owner.
June 15	Manomet Point, Massa- chusetts.	Gas. lch., no name..	Engine became disabled and the launch went adrift $1\frac{1}{2}$ miles NE. of the station. The 2 occupants tried to tow it ashore with their tender, but the sea and wind were against them and they made no progress. Their dilemma was discovered by the keeper, who employed an assistant (inactive season) and went out and towed the launch to its moorings.
June 15	Cleveland, Ohio, Lake Erie.	Br. sc. Sligo.....	Lookout discovered the schooner at 11.30 p. m. burning a torch about 8 miles N. of the station. Surfmen, in power lifeboat, proceeded to the scene. The schooner had been in the heavy gale of June 14 and was leaking badly. Life-savers returned to the station and sent out a tug, which towed the schooner into port.
June 15	Marblehead, Ohio, Lake Erie.	Gas. lch. Nellie.....	This launch was moored to the quarry dock. Wind shifted at 12.15 a. m.; and the launch was endangered by the high sea. Life-savers proceeded to the scene and found the sea too high to take the launch around the point to a place of shelter. By the use of tackle and lines the life-savers hauled the launch up on the beach.
June 16	City Point, Massachusetts.	Dory, no name.....	Seven boys had been fishing from this dory, $\frac{1}{2}$ mile S. of the station. Wind sprang up from the NW., making a choppy sea, and the boys were unable to row against it.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
June 16	City Point, Massachusetts.	Dory, no name.....	They became frightened and waved to the life-savers, who went out in a power launch and towed the dory ashore.
June 16	do.....	Gas. lch. Eleanor S..	Engine of launch became disabled when launch was 4 miles E. of the station. Owner came to the station in his tender and requested assistance. Life-savers went out in power boat and towed the launch to its berth in the harbor.
June 16	Fairport, Ohio, Lake Erie.	Gas. lch. Alleretta...	At 11.25 p. m. the patrol telephoned to the station that a gasoline launch had broken down $1\frac{1}{2}$ mile SW. of the station. Life-savers, in surfboat, went out and found the launch, with 9 occupants aboard. The disabled boat was towed to the station and its occupants were cared for until morning.
June 16	Sleeping Bear Point, Michigan, Lake Michigan.	Gas. lch. Summer Girl.	While being towed by another launch, the Summer Girl parted its tow line 4 miles NW. of the station. The towing launch came to the station for assistance; in the rough water it had been unable to pick up its tow. Life-savers, in surfboat, proceeded to the scene and towed the Summer Girl into smooth water, where it was picked up by the towing launch.
June 16	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Peter B....	Engine became disabled when the launch was $1\frac{1}{2}$ mile N. of the station. Launch drifted into a retaining wall and was in danger of being smashed in the rough sea. The accident was observed by the lookout. The power lifeboat was manned and the surfmen went to the assistance of the launch. It was taken in tow to its destination.
June 16	Racine, Wisconsin, Lake Michigan.	Gas. lch. Lydia Ann.	Supply of gasoline became exhausted $\frac{1}{2}$ mile N. of the station. Lookout discovered launch's predicament and the life-savers went to its assistance. They towed the launch to a pier, where a fresh supply of gasoline could be obtained.
June 16	Cape Disappointment, Washington.	Fish boat, no name..	Swamped in the breakers on Peacock Spit, 2 miles W. of the station. Life-savers, in power lifeboat, were just starting out on their patrol, when lookout telephoned to keeper news of the accident. The life-savers hastened to the scene, but the 2 fishermen had been picked up before their arrival. Life-savers secured the fish boat and towed it to the station.
June 17	City Point, Massachusetts.	Gas. lch. Clare.....	Owner rowed to the station at 8.55 p. m. and reported to keeper that his launch had broken down and was anchored near the rocks, $\frac{1}{2}$ mile NE. of the station. Life-savers went to launch's aid and towed it to the yacht club dock.
June 17	Sturgeon Point, Michigan, Lake Huron.	Gas. lch. Gipsy.....	Ran on a reef 100 yards NE. of the station. Accident to vessel was discovered by the lookout. Life-savers, in surfboat, proceeded to the scene and hauled it off.
June 17	Marquette, Michigan, Lake Superior.	Gas. lch., no name..	At 4.30 a. m., the keeper was notified by telephone that this launch, with 6 passengers aboard, was overdue and that much anxiety was felt concerning it. Life-savers went out in surfboat and found the launch 2 miles SE. of the station. It had run out of gasoline and was drifting before the wind. The life-savers towed the launch into the harbor.
June 17	Tillamook Bay, Oregon...	Sc. Ida Schnauer....	Anchored 1 mile W. of the bar to await a tug, for which the keeper telephoned. Wind shifted from SW. to W., making a lee-shore. Master tried to get under way to beat offshore. The cable parted and the schooner stranded 4 miles S. of the station. Tug arrived soon afterwards, but was unable to float the schooner. Life-savers landed the schooner's crew. The vessel began to break up at the next high tide.
June 18	Sabine Pass, Texas.....	Canoe, no name.....	Keeper picked up a small canoe which had got adrift from the quarantine station. He returned it to its owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
June 18	Charlevoix, Michigan, Lake Michigan.	Gas. lch. Sterling....	Engine broke down when launch was 3 miles N. of the station. It was discovered by the lookout. The 3 occupants hoisted a blanket on a pike pole as a signal, and the life-savers went to their assistance. The launch was towed to a machine shop for repairs.
June 18	South Chicago, Illinois, Lake Michigan.	Gas. lch. Prosit.....	In a disabled condition, it was drifting by the pier when discovered by a surfman. He threw a line to the occupants, and the launch was hauled into smooth water, where repairs were made.
June 19	City Point, Massachusetts.	Gas. lch., no name..	Engine became disabled when launch was $\frac{1}{2}$ mile SE. of the station. The occupant waved his hat as a signal to the life-savers. They went to his aid and towed the launch to its dock.
June 19	Fort Lauderdale, Florida.	Lighter, no name ...	Keeper picked up a lighter which was drifting about and constituted a menace to navigation. He hauled it out on the beach.
June 19	Marblehead, Ohio, Lake Erie.	Canoe, no name.....	As a man in a canoe passed the station, the lookout warned him not to go out in the lake as a squall was coming up. The squall blew the canoe 2 miles out in the lake. Life-savers, in power surfboat, went to his aid, took him aboard, and towed the canoe to the station. But for this prompt assistance he would have been drowned.
June 20	Aransas, Texas.....	Slp. Iola.....	Discovered by keeper 6 miles SE. off of station, with flag at halfmast. He employed 6 assistants (inactive season), launched the surfboat, and after a hard pull went aboard. She had lost her rudder and was leaking badly. Her crew of 2 men were exhausted from continuous pumping and bailing. Keeper rigged a jury rudder and sailed the sloop into the harbor.
June 20	Louisville, Kentucky.....	Flatboat, no name..	Lookout discovered this boat in danger above the cross dam, $\frac{1}{2}$ mile N. of the station. There were 5 boys on board. Life-savers went out and towed the boat with its occupants to the station.
June 20	Two Rivers, Wisconsin, Lake Michigan.	Bge. Ahira Cobb....	Stranded at the end of the harbor piers. Keeper telephoned for a tug, and the life-savers assisted in running lines.
June 21	City Point, Massachusetts.	Slp. Dolly.....	Broke her boom when $2\frac{1}{2}$ miles SW. of station and being unable to beat back, anchored and sent word to station for help. Life-savers, in power small boat, towed her to the yacht club at Savin Hill.
June 21	do.....	Sailboat Peggy.....	Capsized in a puff of wind when $1\frac{1}{2}$ miles ESE of station. The scene of accident was not visible from station, but the boat's crew of 2 were rescued by a gas. lch. and brought to station. Life-savers took them, in power small boat, back to their boat, which was righted, bailed out, and towed to the Puritan Canoe Club.
June 21	do.....	Rowboats (2), no names.	One out fishing with 2 men and 2 children, and the other out for pleasure with 3 people in it, unable to row to landing against the strong wind, stranded on Thompsons Island, $\frac{1}{2}$ mile S. of station and signaled for help. Life-savers took them in power small boat and, with their boats in tow landed them at the foot of L street.
June 21	Buffalo, New York, Lake Erie.	Racing shell Ed Kelly.	Capsized while passing in front of station, 1 man in it. Surfmen in small boat picked up the man, righted his shell, and got the water out of it, when he continued on to the club house.
June 21	do.....	Gas. lch. Leda.....	Discovered by lookout to be in trouble $\frac{1}{2}$ mile W. of station. Life-savers, in power surfboat, went out and found her rudder disabled; towed her into Erie basin.
June 21	Erie, Pennsylvania, Lake Erie.	Ywl. Phyllis.....	Capsized when $\frac{1}{2}$ mile WSW. of station. Seen by lookout, and life-savers hurried to the scene in surfboat. The 2 occupants had been rescued by a motor boat that was nearby at the time. The yawl was righted, towed to a place of shelter, and bailed out.

Services of crews—Continued.

Date.	Station and locality,	Name and nationality of vessel.	Nature of casualty and service rendered.
1908, June 21	Erie, Pennsylvania, Lake Erie.	Skiff, no name.....	Swamped $\frac{1}{2}$ mile E. of station, the 4 occupants being rescued by a motor boat and small boat that were close by at the time of the accident. Three of them were brought to station, cared for in a warm room; 2 furnished dry clothing from the W. N. R. A. supplies, and 1 rubbed down and given stimulants. Life-savers, who were away at the wreck of the Phyllis when the skiff swamped, did not, in consequence, take part in the rescue, but towed the swamped skiff ashore with surfboat.
June 21	Duluth, Minnesota, Lake Superior.	Slp. yt. Nemadji...	Had become unmanageable through inexperience of the 2 men on board and was drifting across the harbor 1 mile S. of station. Seen by lookout, and keeper, in power small boat, towed her to the yacht club dock.
June 21	do.....	Gas. lch., no name..	Drifting across the harbor 1 mile S. of station, engine disabled, 8 people on board. Surfman, in power small boat, towed her into the dock.
June 21	White River, Michigan, Lake Michigan.	Gas. lch., no name..	Adrift in the lake 7 miles SSW. of station, engine disabled and a line in the wheel. Discovered by lookout, and life-savers went to her assistance in surfboat, towed her to station, got the line out of the wheel, and repaired the engine.
June 21	St. Joseph, Michigan, Lake Michigan.	Skiff, no name.....	Floating down the river, picked up by lookout in small boat, and turned over to owner.
June 21	Michigan City, Indiana, Lake Michigan.	Slp. yt. Apohaqui...	As a large number of yachts were entering the harbor in a race from Chicago, they were struck by a heavy squall about 12.15 a. m. Life-savers noticed one in trouble about a mile NE. of station and went to her assistance in surfboat. The night had turned very dark and sea was running high. After searching for some time she was revealed by the lightning flashes, capsized with 5 nearly exhausted men clinging to her bottom. They were taken in the surfboat to the station, furnished dry clothing from the W. N. R. A. supply, given stimulants and put to bed. Physicians were summoned and 2 came and took charge of them.
June 21	Michigan City, Indiana, Lake Michigan.	Slp. yt. Mokahi.....	After rescuing the 5 men from the Apohaqui, surfboat's crew in tow of lch. Swastika went out to look for other missing yachts. At 2.45 a. m., when 7 miles W. of station, the Mokahi was found with twisted halyards and half full of water. Life-savers straightened things up and turned her over to the Swastika which towed her into port.
June 21	do.....	Slp. yt. Pelicon.....	After assisting the Mokahi, life-savers continued the search, and at 3 a. m. found the Pelicon $7\frac{1}{2}$ miles W. of station, canvas blown away, half full of water, and crew helpless. When they had her all ready to tow in, the revenue-cutter Tuscarora happened along and towed both surfboat and yacht into the harbor. Her crew of 5 were furnished dry clothing from W. N. R. A. supplies.
June 21	do.....	Slp. yt. Viola II.....	Blown ashore 4 miles W. of station in the squall of the night before. Discovered by lookout at 9.15 a. m., and life-savers went to scene in surfboat, stripped her of all canvas, removed the ballast, and pumped the water out of her. A passing tug was then requested to pull her afloat, which she did, surfboat running line to the tug.
June 21	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Adventure..	Set distress signals when 2 miles E. of station. Life-savers went out in power lifeboat and towed her into I. C. basin No. 2; her mast was sprung and no sail could be carried.
June 21	Evanston, Illinois, Lake Michigan. (Service by Rogers Park Boat Club.)	Gas. lch. De Valk...	Adrift about 1 mile N. of clubhouse, leaking badly and engine disabled. Volunteer crew manned surfboat and towed her into a place of safety.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908.			
June 21	Sheboygan, Wisconsin, Lake Michigan.	Str. Pere Marquette No. 5.	Surfmen assisted her to make a landing near station, taking her lines and letting them go.
June 21	Cape Disappointment, Washington.	Fish boat, no name..	Partly swamped and in great danger $1\frac{1}{2}$ miles SE. of station. Life-savers went to her assistance in power lifeboat, towed her out of danger, and helped locate the net which had been cut adrift.
June 22	Thunder Bay Island, Michigan, Lake Huron.	Fish boat, no name..	Capsized off North Point, 5 miles WSW. of station in a heavy thundersquall. Keeper was notified by telephone and life-savers went immediately to her assistance in surfboat. A passing fish tug had rescued the 2 men, who were clinging to the capsized boat. They were taken in surfboat and the wrecked boat stripped of her canvas, righted, and towed into the harbor by surfboat's crew.
June 22	Manistee, Michigan, Lake Michigan.	Gas. lch. Emily.....	Ran out of gasoline when about $1\frac{1}{2}$ miles NNW. of station and set distress signals. Life-savers went out in small boat and towed her into the harbor.
June 22	White River, Michigan, Lake Michigan.	St. bge. Sanalack and bge. Commerce.	Bound to White Hall, the steamer with barge in tow; could not find the harbor in the fog. Life-savers went out in surfboat, and a surfman was put on board, who piloted them in.
June 22	do.....	Sp., no name.....	Seen by lookout to capsize in a wind squall when 1 mile SE. of station on White Lake. Life-savers went immediately to their assistance in surfboat, rescued the 2 men who were clinging to the bottom of the upturned boat, righted her, bailed her out and put the 2 men back on board.
June 22	Old Chicago, Illinois, Lake Michigan.	Gas. lch., no name..	Ran out of gasoline when $\frac{1}{2}$ mile E. of station. Life-savers went out in surfboat and towed her into shore.
June 22	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river at 2 a. m., picked up by surfman in small boat and restored to owner.
June 22	Nome, Alaska.....	Skiff, no name.....	Seen to be in danger of swamping 2 miles SE. of station. Life-savers went out in power launch, found 2 men on board, boat nearly filled with water. The men were taken in the launch and the skiff towed to shore.
June 23	Cleveland, Ohio, Lake Erie.	Gas. yt. Bubble.....	Broke down $\frac{1}{2}$ mile SW. of station. Surfmen went out in small boat and towed her into station.
June 23	Marblehead, Ohio, Lake Erie.	Nph. lch, no name..	Sighted by lookout apparently in distress. Life-savers went to her assistance in power surfboat and towed her to Lakeside dock.
June 23	South Chicago, Ill., Lake Michigan.	Gas. lch., no name..	Machinery disabled, drifting towards the breakwater to the outer harbor of Calumet River, $1\frac{1}{2}$ miles SE. of station. Seen by pier watch, and life-savers hurried to her assistance in power lifeboat, towed her into station and repaired machinery.
June 23	Nome, Alaska.....	Str. Bowhead.....	Caught fire while at anchor $1\frac{1}{2}$ miles S. of station. Keeper discovered smoke arising and life-savers hurried out to her in power small boat and assisted to fight the flames until the fire was out. One surfman, in power boat, went to steamer Corwin and prevailed upon her to come alongside and turn her hose on the fire, and another brought the Nome fire department chemical engine on board in small boat. After three hours' hard work the fire was extinguished. (See letter of acknowledgment, p. 265.)
June 24	City Point, Massachusetts.	Ywl. yt. Tangent...	Dragged her anchors and fouled sloop Smilax, lying $\frac{1}{2}$ mile N. of station. Life-savers went to her assistance in power small boat, got a line on board, hove up her anchor, and towed her out to a spare mooring, where she was made secure.
June 24	Erie, Pennsylvania, Lake Erie.	Rowboat, no name..	Two men towing their boat along the pier, towline parted and boat went adrift. One man jumped overboard to catch it, but wind and current took it out of his reach. Life-savers in surfboat picked it up and delivered it to the 2 men.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessels.	Nature of casualty and service rendered.
1908.			
June 24	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	Two women who had rowed outside the harbor were unable to manage their boat and were being blown out into the lake. Surfmen went out in small boat and towed them ashore.
June 24	Baileys Harbor, Wisconsin, Lake Michigan.	Sc. Petrel.....	Lying at the dock with bow only about 10 feet from beach, wind and sea making up astern. At 4 a. m. master requested assistance. Life-savers helped wind her around and set sail. She gathered headway and went out well clear of the beach.
June 24	Cape Disappointment, Washington.	Fish boat, no name..	Dragging to sea in strong ebb current about 3½ miles S. of station. Power lifeboat went to its assistance and towed it in out of danger.
June 25	Ditch Plain, and Hither Plain, New York.	Str. Chippewa.....	Stranded ¼ mile E. of Ditch Plain station at midnight in thick fog. Discovered by keeper in the morning (inactive season), went aboard in small boat and brought her master ashore to report to owners; reported to Maritime Exchange and took telegrams off to ship. Keeper, assisted by keeper of Hither Plain station and volunteer crew, landed Chippewa's crew of 28 and their baggage in surfboat.
June 25	Saluria, Texas.....	Gas. lch., no name..	Keeper set ranges as an aid to her in crossing the bar.
June 25	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river, picked up by surfman in small boat, and restored to owner.
June 26	Ashtabula, Ohio, Lake Erie.	Gas. lch., no name..	Adrift 200 yds. W. of station, engine broken down. Seen by lookout, and life-savers in small boat towed her into the harbor.
June 26	Duluth, Minnesota, Lake Superior.	Gas. lch. Lester R..	Broke down near yacht club and drifted ashore ½ mile SE. of station. Surfman in power launch pulled her afloat and towed her in to dock.
June 26	Old Chicago, Illinois, Lake Michigan.	Slp. Adventure.....	Handled by 2 inexperienced sailors, ran into submerged pier ¼ mile NE. of station. Life-savers in surfboat towed them in.
June 26	Point Bonita and Fort Point, California.	Gas. lchs. (2), no names.	One launch with a hole in her hull was barely afloat and the other having taken off her crew of 3 and made a towline fast, machinery became disabled and, with her heavy load in the choppy sea, was on the point of foundering. Both were drifting toward the rocks at Lands End, 2½ miles SSE. of Point Bonita station. The trouble was seen by the lookout at Golden Gate station and the other stations notified by telephone. Point Bonita crew responded in surfboat and took the first launch in tow, and Fort Point crew, in power lifeboat, towed the second one into smooth water. Other launches of the fishing fleet then came and took charge of both boats.
June 27	Thunder Bay Island, Michigan, Lake Huron.	Gas. lch., name.....	Adrift near station, engine disabled. Life-savers went out in surfboat and towed it in to the station.
June 27	White River, Michigan, Lake Michigan.	Slp. Owl.....	Capsized 2½ miles SE. of station. Lookout sounded the alarm and life-savers went to her assistance in surfboat, righted her and bailed her out. The 2 men on board then resumed their voyage.
June 27	do.....	Gas. lch. Florence Maul.	Broken down ¾ mile W. of station. Lookout gave the alarm and life-savers went to her assistance in surfboat, towed her in to the piers and made her fast. Her engines would not work.
June 27	Shelbygan, Wisconsin, Lake Michigan.	Rowboat No. 2. Sidona	In dangerous position, held up against the pier ¼ mile S. of station, by wind and sea, half full of water, with 2 boys on board unable to get it clear. Lookout saw their danger and life-savers took the 2 boys in their small boat and towed the rowboat to the station, where it was bailed out.
June 27 June 28	Coos Bay, Oregon.....	U. S. torpedo boats Fox and Goldsborough.	Burned rockets off the bar at 10.45 p. m. Keeper went out in lifeboat and was informed that they wanted to be piloted in, as the Fox's machinery was out of order and dynamo broken down. Keeper piloted in the Fox at 3 a. m. and No. 1 surfman brought the Goldsborough in about 5 a. m.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessels.	Nature of casualty and service rendered.
1908.			
June 28	City Point, Massachusetts.	Gas. lch. Rose Marie.	Adrift $\frac{1}{2}$ mile E. of station, machinery disabled, 9 people on board. Surfmen in power small boat towed her to Dorchester.
June 8	do.....	Sc. yt. Satis.....	Dragged her anchor in a squall and fouled another yacht $\frac{1}{2}$ mile NW. of station. Signaled for assistance and life-savers went on board in power small boat, hove up anchor and towed her out well clear, where she was securely moored.
June 28	do.....	Slp. yt. Amero.....	Dragging anchor in a squall, 400 yards SW. of station, signaled for assistance and life-savers in power small boat, after heaving up anchor, towed her to a safe mooring up the bay.
June 28	do.....	Slp. yt. Saturn.....	Lying at her mooring 400 yards N. of station, with a party of 13 people on board. During a SW. squall, her tender being too small to put the party ashore with safety, keeper, upon request of owner, landed them at the South Boston Yacht Club float in station power small boat.
June 28	Muskeget, Massachusetts..	Gas. lch., no name...	Out of gasoline; keeper furnished owner sufficient to run it to town, where a supply could be purchased.
June 28	Fort Lauderdale, Florida..	Gas. lch., no name...	Came to station for cylinder oil, as the engine was pounding badly. Keeper gave owner all he had.
June 28	Oswego, New York, Lake Ontario.	Motor boat Ruth....	Keeper received telephone message that a power boat was broken down 7 miles E. of station; went to her assistance in power small boat. Her batteries having run down, she was furnished fresh batteries and in a short while was all right again.
June 28	Duluth, Minnesota, Lake Superior.	Gas. lch., no name...	Adrift 3 miles SE. of station, engine broken down. Discovered by lookout, and surfman in power launch towed her in to the dock.
June 28	do.....	Gas. lch. Lady Jane.	Adrift 1 mile S. of station, engine disabled, 8 people on board. Surfman in power launch towed her to yacht club dock.
June 28	Racine, Wisconsin, Lake Michigan.	Rowboat, no name...	Adrift in the harbor; picked up by surfman and restored to owner.
June 28	Sheboygan, Wisconsin, Lake Michigan.	Str. Nyack.....	Assisted her to make a landing near station by taking her lines and letting go.
June 28	Nome, Alaska.	Slp., no name.....	Drifting to sea before an offshore wind 1 mile S. of station, the man on board being unable to handle it alone. Keeper in power small boat towed his boat in to the beach.
June 29	Hunniwells Beach, Maine.	Sc. Woodward-Abrahams.	Stranded in thick fog 1 mile ESE. of station at 7 a. m. Notified of the disaster, keeper assembled a crew (inactive season) and went to scene in surfboat, having previously telephoned for a tug. Ran 3 hawsers to towboat before they succeeded in getting her off, and then she was leaking so badly life-savers remained on board and kept her pumped out until she reached Bath.
June 29	do.....	Gas. lch. Red Rover.	Engine broke down and launch stranded on Bay Point, $\frac{1}{2}$ mile E. of station, at high water. Owner telephoned keeper who had gone to Bath on schooner Woodward Abrahams with volunteer crew (inactive season) at her pumps. When life-savers arrived from Bath, tide had fallen and launch was high up on the rocks. Using planks and rolls, she was hauled to a good point for launching, and on the first of the flood floated without damage. (See letter of acknowledgment, p. 266.)
June 29	Marblehead, Ohio, Lake Erie.	Yt., no name.....	Capsized 8 miles SW. of station, her crew of 3 being rescued by a passing launch. Keeper was notified by telephone at 2.30 a. m., and life-savers went at once in power surfboat, found her capsized and adrift, righted and bailed her out, towed her to Sandusky and turned her over to the city police.
June 29	do.....	Nph. lch., no name.	At Lakeside dock, 1 mile W. of station, machinery broken down and at the mercy of the wind and sea. Keeper was requested by telephone for assistance and with power surfboat towed the disabled launch to a place of shelter at Erie Beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1908. June 29	Duluth, Minnesota, Lake Superior.	Gas. lch., no name.	Parted her moorings and drifted ashore 2 miles S.E. of station. Notified by telephone, keeper sent surfmen in power small boat, who towed her to the yacht club dock.
June 29	do.....	Racing shell, no name.	Returning to boat club, became waterlogged $\frac{1}{2}$ mile S.E. of station and was in danger of sinking; 4 men in it. Power small boat was sent to their assistance and shell towed to boat club, the men having been taken into a launch nearby.
June 29	Jackson Park, Illinois, Lake Michigan.	Rowboat, no name..	Adrift 2 miles N.E. of station in the lake; picked up by surfman in small boat. It was one of the park boats and was turned over to park officials.
June 30	Plum Island, Massachusetts.	Gas. lch., no name..	Discovered by keeper aground 1 mile W. of station at 4.30 a. m. Owner was notified and came and took his boat home.
June 30	do.....	Slp. Pioneer.....	Capsized in Ipswich River, 1 mile W. of station. Keeper, who was in small boat nearby, went immediately to their assistance; the 2 men who had swam to sloop's tender were all right. Assisted by others who were nearby, keeper righted the sloop, towed her and crew ashore, and bailed her out.
June 30	Cleveland, Ohio, Lake Erie.	Bge. Lyman Casy...	At anchor 12 miles N.E. of station with white table cover at half-mast. Keeper was notified by telephone and went out in power lifeboat to see what was wanted. Master wanted a tugboat to tow the barge into Cleveland harbor; returned to station and sent tug out to her.
June 30	Jackson Park, Illinois, Lake Michigan.	Small boat belonging to yt. Hattie B.	Drifting out of the harbor, picked up by surfboat, towed in and returned to owners.

MISCELLANEOUS SERVICES OF LIFE-SAVING CREWS.

In the following tables are shown the services performed by the station crews that had no relation to shipwrecks. The classification of such services includes 10 headings, namely: Miscellaneous rescues, Aid to the sick and injured, Succor afforded at stations, Cases of resuscitation, Recovery of bodies, Recovery of property, Assistance at fires, Transportation furnished, Assistance to other branches of the Government, and Unclassified service.

Services of crews (miscellaneous).

MISCELLANEOUS RESCUES.

Date.	Station.	Persons involved, and circumstances of danger.
1907. July 4	Kewaunee, Wisconsin, Lake Michigan.	A man who had fallen from a boat.
July 5	Michigan City, Indiana, Lake Michigan.	A small boy who had fallen into the river.
July 15	St. Joseph, Michigan, Lake Michigan.	A man who had become exhausted while trying to swim across the river.
July 17	Oswego, New York, Lake Ontario.	A boy who had fallen from a pier.
July 30	Coos Bay, Oregon.....	Two intoxicated men, discovered struggling in the water.
Aug. 1	South Brigantine, New Jersey.	A man who had become exhausted while attempting to wade and swim across the bay—a distance of 5 miles. (He was also succored at the station overnight.)
Aug. 3	Quonochontaug, Rhode Island.	A bather who had been carried beyond his depth by the strong undercurrent.
Aug. 4	Manomet Point, Massachusetts	A bather who had been carried beyond his depth by the tide.
Aug. 14	Erie, Pennsylvania, Lake Erie.	A man who had become exhausted while trying to swim across the bay.
Aug. 18	Salisbury Beach, Massachusetts.	Two boys drifting to sea on a small raft before a strong breeze.

Services of crews (miscellaneous)—Continued.

MISCELLANEOUS RESCUES—Continued.

Date.	Station.	Persons involved, and circumstances of danger.
1907.		
Aug. 19	Michigan City, Indiana, Lake Michigan.	A man who had fallen off a launch lying alongside the pier. Rescued by the pier watch.
Aug. 20	Quonochontaug, Rhode Island.	A 3-year-old boy who was being carried out by the current.
Aug. 24	Newburyport, Massachusetts..	A man on the north jetty, cut off from land by the rising tide. Rescued by surfman in small boat.
Aug. 26	Ocean City, Maryland.....	A bather who was taken with cramps.
Aug. 29	Charlevoix, Michigan, Lake Michigan.	A woman who had fallen into the lake.
Aug. 31	Lone Hill, New York.....	An old man found by the keeper wandering along the beach, exhausted and suffering from exposure.
Sept. 1	Jones Beach, New York.....	A man who was in great danger of being taken out by the strong tidal current.
Sept. 1	Michigan City, Indiana, Lake Michigan.	A man who had fallen into a pier pocket near the station.
Sept. 4	Harbor Beach, Michigan, Lake Huron.	An intoxicated man who had walked off a dock.
Sept. 5	Louisville, Kentucky.....	A young woman bent upon committing suicide.
Sept. 8	Saint Joseph, Michigan, Lake Michigan.	A small boy who had fallen from a pier.
Sept. 24	South Haven, Michigan, Lake Michigan.	An intoxicated man, in danger of being washed off the pier by the heavy seas. Rescued and turned over to a policeman.
Oct. 12	Deer Park, Michigan, Lake Superior.	Charles G. Pitz, second mate, and only survivor of the sunken steamer Cypress, was found by patrol. He had been washed ashore in exhausted condition. He was given stimulants and clothing from the W. N. R. A. supplies.
Nov. 17	Kenosha, Wisconsin, Lake Michigan.	An intoxicated man pulled out of the river.
Dec. 31	Nome, Alaska.....	A drunken man, found in a snowdrift. Keeper placed him in bed and worked over him 1 hour. His left foot and both hands had been frozen.
1908.		
Jan. 27	South Brigantine, New Jersey.	Surfmen removed caretaker's family and their effects from a hotel, which had been underwashed by the sea and was in danger of falling.
Feb. 3	Shinnecock, New York.....	A man on an ice scooter that had been blown into open water. Man and scooter both brought ashore.
Feb. 5	Ashtabula, Ohio, Lake Erie...	Four fishermen, on a field of ice that had broken away from shore and was drifting out into the lake.
Feb. 25	Golden Gate, California.....	A man, caught by the rising tide, took refuge on a narrow projection at the base of a 60-foot bluff. A surfman climbed down over bluff and made the line fast to him, by which means he was hauled to safety.
Mar. 27	Bodie Island, North Carolina..	A man, who had fallen overboard from his skiff, was found clinging to a stake. He was picked up and taken to his boat, which had drifted away.
Apr. 5	Galveston, Texas.....	A man who had fallen overboard from a sailboat and swam to a pipe line lying on pontoons. Life-savers took him off and put him aboard his boat.
Apr. 15	Cleveland, Ohio, Lake Erie...	A man who had fallen into the water while landing from a tug to a dock.
Apr. 25	Burnt Island, Maine.....	A man who had fallen from a dock at Port Clyde. A surfman rescued him and conveyed him in a small power boat to his home.
May 1	North Manitou Island, Michigan, Lake Michigan.	A man who had fallen from a dock.
May 14	Atlantic City, New Jersey....	A child found with its foot in a fence, and hanging head downward.
May 16	Jackson Park, Illinois, Lake Michigan.	A man who had fallen from a dock. (See letter of acknowledgment, p. 264.)
May 27	Charlotte, New York, Lake Ontario.	A man who had fallen into the river while fishing from the pier.
May 30	Ludington, Michigan, Lake Michigan.	A man who had fallen overboard from the launch Snag, while passing the station.
May 31	Sheboygan, Wisconsin, Lake Michigan.	An intoxicated man who had fallen overboard from a rowboat.
June 10	Ludington, Michigan, Lake Michigan.	A boy discovered sitting on a dry-goods box that was drifting out into the lake before the wind.
June 12	Oswego, New York, Lake Ontario.	A boy about to drown while in swimming. (See "Cases of Resuscitation," same date.)
June 14	Ludington, Michigan, Lake Michigan.	A boy who had fallen overboard from a pier near the station.
June 14	Evanston, Illinois, Lake Michigan. (Service by Rogers Park Boat Club.)	A woman who had fallen from a dock. (See "Cases of Resuscitation," same date.)
June 16	Ludington, Michigan, Lake Michigan.	A boy who had fallen into the water near the station.
June 20	Michigan City, Indiana, Lake Michigan.	A boy who had fallen off the pier. Rescued by pier watch.
June 30	Sullivan's Island, South Carolina.	Keeper assisted by by-standers rescued 1 man, 2 women, and a boy from the rocks of the N. Jetty, to which they had been swept by the current while in bathing.

Services of crews (miscellaneous)—Continued.

AID TO THE SICK AND INJURED.

Date.	Station.	Circumstances of sickness or injury.	Service rendered.
1907.			
July 11	Saluria, Texas.....	Man thrown from wagon, a wheel passing over his head.	Injury dressed and medicine furnished.
July 17	Plum Island, Wisconsin, Lake Superior.	Wife of light keeper on Pilot Island seriously ill.	Three surfmen in power boat brought a physician from Detroit Harbor.
July 19	Racine, Wisconsin, Lake Michigan.	A man who had cut his foot on a tin can while wading in the water.	Wound cleansed and dressed.
July 30	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	A man and woman suffering from burns incurred in accident to a gasoline launch.	Injuries dressed.
Aug. 11	Deer Park, Michigan, Lake Superior.	A woman ill of pneumonia.....	Medicines furnished.
Aug. 12	Salisbury Beach, Massachusetts.	A man overcome by heat.....	Treated and sent home.
Aug. 27	Burnt Island, Maine.....	A woman who had injured herself by falling.	Carried to a physician.
Aug. 29	Burnt Island, Maine.....	A boy suffering from a crushed toe.	Injury dressed.
Aug. 30	Pamet River, Massachusetts.	A sick man landed at station from a schooner.	Treated and furnished transportation to railway station.
Sept. 1	Hammond, Michigan, Lake Huron.	Man with broken leg.....	Leg bandaged and surgeon telephoned for.
Sept. 3	Orleans, Massachusetts....	Gunner in camp near station taken sick.	Administered medicines and sent for physician.
Sept. 3	Saluria, Texas.....	A sick woman.....	Medicines and ice furnished.
Sept. 11	Middle Island, Michigan, Lake Huron.	Assistant light keeper sick.....	Medicines furnished.
Sept. 12	Willapa Bay, Washington.	Man run over by wagon.....	Revived and transported 15 miles to physician.
Sept. 25	Brazos, Texas.....	Boy with large toe nearly severed.	Injury dressed and boy taken home.
Sept. 25	South Manitou Island, Michigan, Lake Michigan.	A sick sailor.....	Transferred from his ship to vessel bound to port where a physician could be found.
Nov. 8	Deer Park, Michigan, Lake Michigan.	A sick man.....	Carried by team several miles on way to doctor.
Nov. 9	Fort Point, California.....	A boy who had been struck on the foot by a brick.	Injury dressed.
1908.			
Jan. 2	Damiscove Island, Maine..	Sick persons (number not stated)	Physician brought from Boothbay Harbor by life-savers.
Jan. 10	Cobb Island, Virginia.....	A man who came to station sick.	Carried to physician on mainland.
Jan. 12	Hunniwells Beach, Maine.	Keeper of Pond Island light confined to his bed by illness.	Medicines and provisions carried out to light station.
Jan. 12	Santa Rosa, Florida.....	A man seriously ill of congestion of the lungs.	Helped to administer hot-water applications and sent for physician.
Jan. 24	Saluria, Texas.....	Man reported at station that his son was very ill of a fever.	Medicines furnished.
Jan. 25	Manistee, Michigan, Lake Michigan.	Man suffering from a severely injured hand brought to station by Pere Marquette str. No. 4.	Stimulants administered and ambulance summoned.
Jan. 26	Saluria, Texas.....	A sick man, living 2 miles from station.	Medicines furnished and personal attendance afforded at various times.
Feb. 10	Point of Woods, New York	A sick child.....	Child and its mother carried to mainland on ice scooter by keeper and child's father.
Feb. 16	Old Chicago, Illinois, Lake Michigan.	A man who had shot himself in the arm while duck hunting.	Injury dressed and stimulants administered. (Arm afterwards amputated at hospital.)
Feb. 24	Forked River, New Jersey.	A sick woman who had escaped from a burning clubhouse on Warners Island.	Medicines furnished.
Mar. 12	Damiscove Island, Maine..	A sick man.....	Carried to a physician at Boothbay Harbor.
Apr. 7	Squan Beach, New Jersey.	A man who came to station sick.	Restoratives administered.
Apr. 11	Santa Rosa, Florida.....	A girl who had cut her foot on broken bottle while bathing.	Wound dressed, and girl taken in power boat to physician.
Apr. 12	Oak Island, New York....	A sick person.....	Conveyed to the mainland to a physician.
Apr. 12	South Chicago, Illinois, Lake Michigan.	A man who had fallen overboard from a vessel; brought to station in critical condition.	Stimulants administered.
Apr. 28	Cleveland, Ohio, Lake Erie.	United States engineer inspector, suffering from injury in face.	Injury dressed, and man taken to a physician.

Services of crews (miscellaneous)—Continued.

AID TO THE SICK AND INJURED—Continued.

Date.	Station.	Circumstances of sickness or injury.	Service rendered.
1908.			
May 10	Squan Beach, New Jersey.	A man who had cut himself with an ax.	Injury dressed, and man taken to a physician.
May 10	Holland, Michigan, Lake Michigan.	A woman, taken ill near the station.	Medicine furnished.
May 10	do.....	A man who had injured his foot while working on a pile driver.	Injury dressed.
May 14	Saluria, Texas.....	A sick man on the sloop Novice..	Medicine furnished.
May 15	Brazos, Texas.....	A fisherman who had cut his foot on an oyster shell.	Wound bandaged, and man sent home in a boat.
May 17	Galveston, Texas.....	A man who had fallen in a fit....	Ambulance called, and man sent to hospital.
June 19	Middle Island, Michigan, Lake Huron.	A boy whose foot had been badly jammed by shaft coupling of a gasoline launch.	Injury treated, and boy carried to mainland to a doctor.
June 21	Saluria, Texas.....	A sick woman, living near the station.	Medicines furnished.
June 21	Yaquina Bay, Oregon....	A man who had been thrown from a horse near the station and had his collar bone broken.	Carried on a stretcher to a doctor in Newport.
May 23	Erie, Pennsylvania, Lake Erie.	A boy with a badly cut leg.....	In danger of bleeding to death. Ambulance summoned and boy sent to hospital.
May 27	Santa Rosa, Florida	A workingman, ill of a fever.....	Conveyed to his home.
June 26	Ashtabula, Ohio, Lake Erie.	A small boy suffering from a serious nail wound in foot.	Injury cleansed and dressed, and boy taken to his home.
June 29	Saluria, Texas.....	A boy suffering from a fishhook wound in hand.	Injury treated, and boy carried in station boat to a doctor in Port Lavaca.

SUCCOR AFFORDED AT THE STATIONS.

Date.	Station.	Nature of service rendered, etc.
1907.		
July 5	Gilberts Bar, Florida.....	A man whose launch had become disabled. Given dry clothing and a night's lodging.
July 6	Biscayne Bay, Florida.....	A party traveling in an open boat. Given lodging overnight because of inclement weather.
July 15	Middle Island, Michigan, Lake Huron.	The tug J. W. Westcott, while storm bound, ran out of provisions. Her crew was furnished meals.
July 17	Blue Point, New York.....	Occupants of storm-bound catboat. Given lodging and meals.
July 18	Burnt Island, Maine.....	The keeper of the Mohegan light-house and his son, storm bound at the station. Given lodging and breakfast.
July 18	Middle Island, Michigan, Lake Huron.	Lodging and meals furnished to a minister of the gospel and his son, who were cruising in an open launch.
July 25	do.....	Meals furnished to the crews of 2 storm-bound yachts; 8 men all told.
Aug. 1	South Brigantine, New Jersey.	A man whom the life-savers had rescued from drowning. (He was kept at the station overnight.)
Aug. 3	Jerrys Point, New Hampshire.	Two men on a pleasure trip in an open boat. Given food and shelter for the night.
Aug. 4	Little Beach, New Jersey....	Two men, who had lost their way in the darkness. Given shelter at the station until morning.
Aug. 7	Charlotte, New York, Lake Ontario.	Twelve yachtsmen whose bedding had become drenched in a heavy squall. Lodged at the station overnight.
Aug. 9	Nauset, Massachusetts.....	A man and woman on a canoe trip from New York to Portland, Me. Furnished meals and lodging overnight.
Aug. 10	Wachapreague, Virginia.....	Two hunters who had lost their boat. Given food and shelter for the night, and transportation to their homes in the morning.
Aug. 13	Green Run Inlet, Maryland...	A party consisting of 15 ladies and 7 men, becalmed and unable to get back across the bay. They were kept at the station overnight.
Aug. 27	Thunder Bay Island, Michigan, Lake Michigan.	A yachting party that had run out of provisions. Furnished a supply from the station stores.
Sept. 28	Manistee, Michigan, Lake Michigan.	A man whose launch had become disabled. Given shelter at the station for the night.
Oct. 4	White Head, Maine.....	Two men who had been out in an open boat during a storm. Given lodging and meals.
Oct. 15	Gurnet, Massachusetts.....	A man whose power boat had broken down. Given lodging for the night, and meals.
Oct. 19	Saluria, Texas.....	Sloop Rescue, weather-bound and out of supplies. Provisions furnished.
Nov. 11	Brazos, Texas.....	Two men found on the beach wet, cold, and exhausted. Taken to the station, fed, and given shelter for the night.

Services of crews (miscellaneous)—Continued.

SUCCOR AFFORDED AT THE STATIONS—Continued.

Date.	Station.	Nature of service rendered, etc.
1907.		
Nov. 13	White Head, Maine.....	A fisherman unable to get to his home on account of a high wind. Sheltered at the station two days—the 13th and 14th.
Nov. 19	Vermilion, Michigan, Lake Superior.	Two hungry travelers; given their dinner by the keeper.
Nov. 24	Jones Beach, New York.....	Four men caught in a N.E. storm and unable to cross the bay. Given food and shelter until the following day.
Dec. 3	Little Beach, New Jersey.....	Two men overtaken by bad weather while making trip along the coast in a small skiff. Sheltered overnight.
Dec. 3	Bulow, Florida.....	A man who had lost his way in the night. Given food and shelter overnight.
Dec. 4	Point of Woods, New York....	Three men prevented from crossing bay by high winds. Cared for at station until the 6th.
Dec. 4	Santa Rosa, Florida.....	Four fishermen who had been compelled to land 10 miles from station on account of a rough sea. Given a meal at the station, and a supply of provisions.
Dec. 4	Golden Gate, California.....	An insane woman who had attempted to throw herself into the water with suicidal intent. Taken in charge by two men and turned over to life-savers, who conveyed her to the station, and after administering restorative treatment placed her in the hands of hospital authorities.
Dec. 17	Cape Lookout, North Carolina.	Two men from the light-ship. Given quarters until the 19th. (They had been on the abandoned schooner August Welt.)
Dec. 19	Fire Island, New York.....	Three men bound for light-ship No. 68. Given lodging and meals for 2 days.
Dec. 30	Point Judith, Rhode Island...	The master of the wrecked barge Ida. Given shelter and meals at the station for 2 days.
1908.		
Jan. 6	Biscayne Bay, Florida.....	Two fishermen from Miami. Sheltered for the night.
Jan. 7	Jones Beach, New York.....	A man caught out in a storm and unable to get home. Given shelter for the night.
Jan. 7	Bulow, Florida.....	A man who had lost his way in the darkness. Given food and lodging for the night.
Jan. 9	Plum Island, Wisconsin, Lake Michigan.	Mail carriers delayed on account of slush ice. Afforded shelter.
Jan. 13	Point of Woods, New York...	A boy in a rowboat unable to get back to his home owing to strong wind. Given supper and a bed for the night.
Jan. 14	Fire Island, New York.....	Four hunters overtaken by night. Given supper, bed, and breakfast.
Jan. 18	Gull Shoal, North Carolina....	A man who had called at the station for the body of the master of the schooner Leonora. Sheltered overnight.
Jan. 18	Pea Island, North Carolina....	A man and woman. Sheltered for the night.
Jan. 24	Cape Fear, North Carolina....	A fisherman, unable to return home on account of high wind. Cared for overnight.
Jan. 28	Brazos, Texas.....	Two travelers. Dinner furnished.
Jan. 29	Fire Island, New York.....	A man who, while gunning in a small boat, had lost his oar and was blown ashore near station. Furnished dry clothing and sheltered overnight.
Feb. 1	Portsmouth Harbor, New Hampshire.	Wind and surf too high for keeper and assistant keeper of Whale Back light to return to light-house. Sheltered at station for the night.
Feb. 2	Chester Shoal, Florida.....	Keeper of Canaveral light, whose baby was sick, sent messenger up the beach for his wife's sister. The messenger was sheltered at the station overnight and a boat loaned him in which to take the sister back to the light-house.
Feb. 22	Point of Woods, New York...	Two men with horses and wagons bound to Forge River to haul lumber from a stranded schooner. Given food and a night's lodging.
Feb. 23	Bellport, New York.....	Two men and three horses, hauling lumber from a wrecked schooner at Forge River. Given shelter for the night.
Feb. 24	Forked River, New Jersey....	Four persons who had escaped from a burning clubhouse on Warners Island. Sheltered at the station—two of them until the 25th, and two until the 26th.
Feb. 29	Point Judith, Rhode Island...	A new operator, assigned to the Point Judith wireless telegraph station. Subsisted and sheltered at the station pending the arrival of his household goods.
Feb. 29	Jones Beach, New York.....	Three men whose boat had capsized in a squall while crossing the bay. Sheltered at the station overnight.
Mar. 10	Core Bank, North Carolina.. :	Supply of provisions furnished to household of four persons, 6 miles from station.
Mar. 16	Oak Island, New York.....	Three boys whose boat had grounded. Lodged overnight.
Mar. 25	Bulow, Florida.....	Two men, storm-bound in an open boat. Given food, and sheltered for the night.
Apr. 16	Hatteras Inlet, North Carolina.	Three fishermen who came to the station in drenched clothing. Succored until following day.
Apr. 16	Core Bank, North Carolina....	A man who had been overtaken by a storm. Succored overnight.
Apr. 17	Fire Island, New York.....	A man overtaken by night while on his way to Havemeyers Point. He was sheltered until morning, when he was set across the Inlet by a surfer in a small boat.

Services of crews (miscellaneous)—Continued.

SUCCOR AFFORDED AT THE STATIONS—Continued.

Date.	Station.	Nature of service rendered, etc.
1908.		
Apr. 18	Newburyport, Massachusetts..	An old man who had come to the station in an exhausted condition. He was given supper and night's lodging.
Apr. 20	Point Judith, Rhode Island...	The owner of the wrecked sloop Rine stopped at the station while looking for his vessel. Furnished food and a night's lodging.
Apr. 28	Gurnet, Massachusetts.....	Master and two seamen of schooner Yankee, unable to locate their vessel in fog. Lodged overnight and given dry clothing.
Apr. 28	Forge River, New York.....	Three men whose launch had run aground. Given food and shelter for the night, and their boat floated off at high water.
Apr. 29	Gurnet, Massachusetts.....	A sailor from the schooner Nokomis, unable to find his vessel in fog. Given food and night's lodging.
May 1	Penneys Hill, North Carolina.	A man who had lost his way on the beach. Found by the keeper, and cared for overnight at the station.
May 2	Salisbury Beach, Massachu- setts.	A 4-year-old child, found wandering on the beach and in great distress. Cared for at the station until restored to its parents.
May 5	Mosquito Lagoon, Florida.....	A traveling photographer, detained at station by threatening weather. Furnished supper and a night's lodging.
May 7	Jones Beach, New York.....	Three men overtaken by a storm. Sheltered at the station for the night.
May 18	Pea Island, North Carolina....	A wayfarer. Cared for overnight.
May 24	Salisbury Beach, Massachu- setts.	A man who had wandered away from a camping party and become lost. Found by the patrol and afforded shelter for the night.
May 28	Race Point, Massachusetts....	Two men from the schooner Fame, which had been run down and sunk. Cared for overnight, given dry clothing, and furnished transportation to their homes.
May 28	Pea Island, North Carolina....	A wayfarer. Given shelter for the night.

CASES OF RESUSCITATION.

Date.	Station.	Persons resuscitated.	Nature of service, etc.
1907.			
July 30	Coos Bay, Oregon.....	A. E. Guyton, Marsh- field, Oregon.	The victim of this accident was precipitated into the waters of Coos Bay near the station. Pulling out in a boat, the keeper rescued Guyton, also another man who had swam to his assistance and found himself in danger of drowning. Guyton, who was unconscious when taken from the water, was resuscitated in 20 minutes.
July 31	Rocky Point, New York.	Cyrus P. Eddy, Jer- sey City, New Jer- sey.	While bathing in the Sound near station, slipped off a rock into deep water and, being unable to swim, was in danger of being swept away by the tide. Keeper went to the rescue in a small boat, reaching the drowning man just as he was disappearing for the last time. The keeper took him into the boat and began resuscitative operations. When animation had been partially restored he carried the man to the station, where the work of bringing him to was successfully concluded.
Aug 3	Grays Harbor, Wash- ington.	Miss Lucile Schroe- der, Seattle, Wash- ington.	Swept off her feet and carried beyond her depth by undertow while bathing at Westport Beach. A man on the beach, observing the girl's danger, swam to the rescue and brought her ashore in an unconscious condition. She was conveyed to the station, where members of the crew restored her after two hours' assiduous endeavor. It appears that a companion of Miss Schroeder was drowned at this time, and that her body was not recovered until Aug. 20.
Aug. 15	Nome, Alaska.....	A. Dunham, New York City.	This man and a companion were upset from a dory, about 60 yards offshore, while assisting in the launching of the steamer King-hurst at Nome. One of the men clung to the overturned boat and was washed ashore. Dunham, however, who was unable to swim, was left struggling in the water. Two men pulled out from the shore in a boat and brought him in, limp and unconscious. The life-saving crew

Services of crews (miscellaneous)—Continued.

CASES OF RESUSCITATION—Continued.

Date.	Station.	Persons resuscitated.	Nature of service, etc.
1907. Aug. 15	Nome, Alaska.	A. Dunham, New York City.	resuscitated him after 20 minutes' work and put him to bed on the Kinghurst. The men in the service who performed the work of resuscitation were half a mile away when the capsizing occurred.
Aug. 24	do.....	J. Evelke, New York City.	Evelke was thrown into the water by the capsizing of a small boat that he and two companions had appropriated for the purpose of getting aboard of the steamer <i>Montara</i> —2 or 3 miles offshore—with the intention of becoming stowaways. The boat was unseaworthy, and capsized a half mile from the beach. Two of the men managed to get aboard the unoccupied launch <i>Hattie B.</i> lying near by, and a passing dory picked up Evelke, taking him ashore. Members of the station crew met the incoming boat and carried the unfortunate passenger to a tent close at hand, where they resuscitated him, after half an hour's work.
Aug. 26	Atlantic City, New Jersey	Rosie O. Carr, address unknown.	Fainted in the surf. Brought ashore by a lifeguard in the employ of the city. Station keeper and a surfman, with assistance of others, carried the unconscious woman under the boardwalk, and resuscitated her after ten or fifteen minutes' work. They then sent her to her home in a cab.
1908 June 12	Oswego.....	Thomas McCarthy, Oswego, New York....	Became exhausted while in swimming near the station and sank in 15 feet of water. Members of the station crew recovered the body by grappling several minutes after McCarthy disappeared under water and conveyed it to the pier, where resuscitative operations were undertaken. Signs of life were apparent ten minutes after the crew began to work upon the unconscious man. He was then removed to the station, where restorative treatment was continued. He regained consciousness eight hours after the accident.
June 14	Evanston, Illinois, Lake Michigan. (Service by Rogers Park Boat Club).	Miss A. Graham, Chicago, Illinois.	Miss Graham, about 14 years of age, fell off a dock 4 blocks south of the clubhouse while seized with an epileptic fit. Her body was taken from the water some twelve minutes or more after the accident. She was restored to consciousness five minutes after resuscitative measures were begun. She was then carried to the Birchwood Country Club and placed under the care of a physician. She regained her normal condition in about two hours.

RECOVERY OF BODIES.

Date.	Station and locality.	Identity of bodies.	Circumstances of death.
1907. July 1	Galveston, Texas.....	Unknown.....	A boy who had broken his neck diving from a pier.
July 4	Erie, Pennsylvania, Lake Erie.	Unknown (2 men)....	Drowned from a capsized rowboat 4 miles SW. of station.
July 10	Long Branch, New Jersey.	Unknown.....	A boy; drowned in a lake near station. Resuscitation attempted.
July 10	Cleveland, Ohio, Lake Erie.	do.....	A man who had fallen from an ore dock and drowned.
July 10	Milwaukee, Wisconsin, Lake Michigan.	do.....	Body of man, recovered by a surfman from the river.
July 13	Buffalo, New York, Lake Erie.	Unknown (2 boys)....	Drowned $\frac{1}{2}$ mile SE. of station. Resuscitation attempted.
July 13	Cleveland, Ohio, Lake Erie.	Unknown.....	Body of man; found floating near Whiskey Isle, $\frac{1}{2}$ mile from station.
July 13	South Haven, Michigan, Lake Michigan.	Edward G. Winter....	Drowned from a capsized canoe 3 miles NE. of station. Resuscitation attempted.
July 15	Milwaukee, Wisconsin, Lake Michigan.....	Unknown.....	Body of man. Discovered in the river. Taken to morgue.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station and locality.	Identity of bodies.	Circumstances of death.
1907.			
July 16	Golden Gate, California.	Unknown	A boy, drowned July 15, 4 miles from station.
July 17	South Chicago, Illinois, Lake Michigan.	do.....	A man, drowned 1½ miles from station.
July 18	Buffalo, New York, Lake Erie.	do.....	A boy, drowned in Erie Basin. Dragged for body two hours.
July 18	Grande Pointe au Sable, Michigan, Lake Michigan.	Wife of master of the Arcadia.	Found on the beach 6 miles N. of station.
July 19	Buffalo, New York, Lake Erie.	Unknown.....	Body of boy, drowned while bathing. Recovered after several hours' dragging.
July 19	Fairport, Ohio, Lake Erie.	Otto Power.....	Fell from a bridge and drowned 1½ miles from station. Resuscitation attempted.
July 20	Cleveland, Ohio, Lake Erie.	John Peirnik.....	Drowned in the river 8 miles S. of station.
July 20	do.....	Joseph Tehelmar.	Drowned in the river 7½ miles from station.
July 20	Golden Gate, California.	Gustave F. Nickville.	Drowned in the breakers 2 miles S. of station.
July 21	Cleveland, Ohio, Lake Erie.	Harry O'Neal.....	Fell into river and drowned 1½ miles from station.
July 21	Southside, California....	Unknown.....	Body of woman; found on beach ½ miles from station.
July 22	Portage, Michigan, Lake Superior.	Emil Petersen.....	Drowned 3 miles S. of station.
July 23	Erie, Pennsylvania, Lake Erie.	Vincent Dyleveski...	Drowned while trying to recover fishing pole. Resuscitation attempted.
July 24	South Haven, Michigan, Lake Michigan.	Samuel H. Sieg.....	Drowned while bathing off the beach, and body carried out by undertow. Resuscitation attempted.
July 27	Milwaukee, Wisconsin, Lake Michigan.	Unknown.....	A small boy. Fell from pier and drowned. Resuscitation attempted.
July 28	City Point, Massachusetts.	Charles McIsaac.....	Drowned while swimming. Body recovered by diving.
July 28	Louisville, Kentucky...	Eddie Bard.....	Fell into the river and drowned.
July 29	do.....	Asher Cornes.....	Drowned while trying to rescue his wife. The woman was saved.
Aug. 1	Fire Island, New York..	Unknown.....	Found on the beach by the patrol.
Aug. 2	Ashtabula, Ohio, Lake Erie.	do.....	A man; drowned while swimming, 1 mile E. of station.
Aug. 4	Oswego, New York, Lake Ontario.	do.....	Body of a boy, wedged under head gate in canal.
Aug. 7	Kenosha, Wisconsin, Lake Michigan.	do.....	A boy, drowned by falling from harbor pier.
Aug. 7	Golden Gate, California.	do.....	Body of a man, found washed ashore at base of a steep bluff.
Aug. 11	Milwaukee, Wisconsin, Lake Michigan.	do.....	Found floating near the breakwater. Taken to the morgue.
Aug. 12	South Chicago, Illinois, Lake Michigan.	Frank Bean.....	Drowned while in swimming. Body recovered by dragging.
Aug. 14	Michigan City, Indiana, Lake Michigan.	Clarie Smith.....	Fell overboard from boat and drowned.
Aug. 17	Cleveland, Ohio, Lake Erie.	John Filben.....	Drowned 50 feet offshore while in bathing. Body recovered by grappling and turned over to coroner.
Aug. 17	Tawas, Michigan, Lake Huron.	Miss Carroll.....	Drowned at Gravelly Point, 18 miles from station. Crew went to scene of accident in surfboat and recovered body by grappling.
Aug. 17	Milwaukee, Wisconsin, Lake Michigan.	Joe Quill.....	Drowned at Goodrich dock while swimming to recover a hat. Body turned over to coroner.
Aug. 19	Cleveland, Ohio, Lake Erie.	Mack Madden.....	Fell overboard from a ferry boat. Body turned over to an undertaker.
Aug. 20	Old Chicago, Illinois, Lake Michigan.	Unknown.....	Body of a man, found floating off the foot of Sixteenth street by surferman in power lifeboat. Turned over to coroner.
Aug. 20	Willapa Bay, Washington.	Miss Edna Davidson..	Drowned Aug. 3 while in bathing at Westport Beach. Body found by the patrol.
Aug. 21	Buffalo, New York, Lake Erie.	} Unknown (2 men)....	Drowned when the tug Gee sank.
Aug. 22	Lake Erie.		
Aug. 21	Saint Joseph, Michigan, Lake Michigan.	Wilbur B. Case.....	A man who had committed suicide by drowning. Body turned over to coroner.
Aug. 23	Milwaukee, Wisconsin, Lake Michigan.	Unknown.....	A small boy. Drowned by falling off a dock.
Aug. 26	Pentwater, Michigan, Lake Michigan.	Mrs. George Grove and son.	Drowned in Bass Lake from a capsized sailboat.
Sept. 1	Racine, Wisconsin, Lake Michigan.	Kovak Geser.....	Found floating in the river.
Sept. 3	Charlotte, New York, Lake Ontario.	Howard Taylor.....	Drowned in the river. Body recovered by dragging and turned over to relatives.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station and locality.	Identity of bodies.	Circumstances of death.
1907.			
Sept. 5	Erie, Pennsylvania, Lake Erie.	Unknown.....	Body of a man drowned by falling overboard from the steamer Plankinton. Recovered by grappling hooks.
Sept. 5	Louisville, Kentucky...	Dave Dorsey.....	Drowned in a pond W. of station. Body recovered by dragging.
Sept. 7	Fairport, Ohio, Lake Erie.	Stephen Oeres.....	Drowned by falling off a scow. Body recovered by dragging.
Sept. 8	Buffalo, New York, Lake Erie.	Unknown.....	An Italian; drowned while in swimming. Body turned over to the police.
Sept. 10	Duluth, Minnesota, Lake Superior.	Frank Kelly.....	A deckhand on the steamer Frank C. Ball. Drowned by falling overboard in the night.
Sept. 10	Saint Joseph, Michigan, Lake Michigan.	John Schultz.....	Body found in the river. Turned over to coroner.
Sept. 14	Southside, California...	Unknown.....	Body of a man, found on the beach N. of the station. Delivered to the coroner.
Sept. 22	Fairport, Ohio, Lake Erie.	do.....	Drowned in Grand River.
Sept. 16	Willapa Bay, Washington.	do.....	Body found on the ocean beach. Delivered to coroner.
Sept. 17	Hammond, Michigan, Lake Huron.....	do.....	Body found on the beach 3 miles W. of station. This man had fallen overboard from a freight boat Aug. 23. Delivered to parents.
Sept. 22	Milwaukee, Wisconsin, Lake Michigan	Mrs. Weuzchowski and Miss Szybczyuski.	Fell overboard and drowned while landing from a launch. Bodies recovered by dragging.
Sept. 24	Wash Woods, North Carolina.	John C. Waterfield....	Found dead in a boat. This man carried mail between Woodleigh and Deals. He was formerly a surferman in the service.
Sept. 26	Eatons Neck, New York.	Miss Beatrice Penton.	Body recovered from the surf and turned over to parents.
Oct. 12	Two Heart River, and Deer Park, Michigan, Lake Superior.	John N. Smith, mate; Mrs. W. M. Dundon; Chester Anderson; Geo. Dwelle; Geo. Thorne; C. Ruterberg; W. T. Smith; J. J. Norcross; Wm. Chambers; Joseph Ray; Leon Wagner; Robert Suborg; L. Spencer; W. M. Dundon; Frank Eisenbach; Barney McConville; Jean Marquette Tom McCarthy; W. E. Cunningham; Lyle Sommerville; unknown man.	Washed ashore from the steamer Cypress, which foundered in a gale 18 miles N. of Deer Park station. The only survivor of this disaster was the second mate—Geo. Pitts, who came ashore on a life raft. The names given comprise the crew list of the steamer as furnished by the owners. (See letter of acknowledgment p. 257.)
Oct. 14	Salisbury Beach and Newburyport, Massachusetts.	Edwin Dyer.....	Drowned in the Merrimac River. This man was a diver.
Oct. 16	Cape Hatteras, North Carolina.	Unknown.....	Body of the cook of the barge Saxon wrecked Oct. 12.
Oct. 18	Big Kinnakeet North Carolina.	do.....	Body found by patrol. Buried by station crew.
Oct. 19	Two Heart River, Michigan, Lake Superior.	F. B. Huyck.....	Master of the steamer Cypress, wrecked 18 miles N. of Deer Park station on Oct. 11.
Oct. 21	Cleveland, Ohio, Lake Erie.	D. J. Murphy.....	A conductor, carried with his train into the river. Body recovered and turned over to undertaker.
Oct. 27	Duluth, Minnesota, Lake Superior.	Unknown.....	Committed suicide by jumping off a dock. Body recovered by dragging. Resuscitation attempted.
Oct. 29	Milwaukee, Wisconsin, Lake Michigan.	Joseph Wolf.....	Drowned in the river. Body recovered by dragging.
Nov. 4	Oswego, New York, Lake Ontario.	Elbert E. Howe.....	Found floating in a boat slip W. of the station. Turned over to coroner.
Nov. 11	South Chicago, Illinois, Lake Michigan.	Charles Anderson....	Fell overboard from a coal barge.
Nov. 12	Brazos, Texas.....	Unknown.....	A skeleton washed up out of the sand. Buried out of reach of the sea.
Nov. 13	Point Allerton, Massachusetts.	do.....	A citizen of Hull; drowned during the night. Body recovered by dragging and turned over to coroner.
Nov. 19	Grand Haven, Michigan, Lake Michigan.	do.....	Body of a man drowned on the 18th. Recovered after dragging two days.
Nov. 24	Old Chicago, Illinois, Lake Michigan.	Michael Camoren.....	Drowned by falling off a coal dock. Body turned over to city authorities.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date	Station and locality.	Identity of bodies.	Circumstances of death.
1907. Nov. 27	Old Chicago, Illinois, Lake Michigan.	Unknown.....	Found floating in the harbor 300 feet NW. of station. Turned over to city authorities. Probably a case of suicide, as the man's pockets were full of stones.
Dec. 13	Jackson Park, Illinois, Lake Michigan.	do.....	Found on the beach. Body of a man about 70 years of age, evidently a suicide
1908. Jan. 5	Ludington, Michigan, Lake Michigan.	Aloysius Bejtka.....	Drowned by falling through the ice while skating.
Jan. 6	Galveston, Texas.....	Unknown.....	Found floating in a boat slip. Delivered to the police.
Jan. 9	Big Kinnakeet, North Carolina.	do.....	One of the victims of the wreck of the schooner Leonora. Body buried.
Jan. 12	Milwaukee, Wisconsin..	Charles Sword.....	Supposed to be the remains of the person whose name is here given. Body sent to morgue.
Jan. 13	Gull Shoal, North Caro- lina.	Unknown.....	Supposed to have been a victim of the wreck of the schooner Leonora. Body buried.
Jan. 19	Point Adams, Oregon...	do.....	Body of a man, found on the jetty sands. Taken in charge by coroner.
Jan. 20	Jackson Park, Illinois, Lake Michigan.	do.....	Body of a young woman about 20 years old. Turned over to the police.
Jan. 21	Cape Lookout, North Carolina.	Robert L. Guthrie....	A boy 14 years of age. Fell from a bluff into the sea, Jan. 20. Body prepared for burial.
Feb. 10	South Haven, Michigan., Lake Michigan.	Walton B. Watt.....	A 14-year-old boy broke through the ice while skating. Resuscitation attempted. (See letter of acknowledgment, p. 260.)
Feb. 16	Galveston, Texas.....	Fourth Engineer Br. str. Royal.	Drowned while swimming. Resuscitation attempted.
Feb. 22	do.....	Unknown.....	Decomposed body of a man found floating near the quarantine station. Turned over to the coroner.
Mar. 5	Milwaukee, Wisconsin, Lake Michigan.	Peter Hodeck.....	Fell off Kinnickinnic bridge and drowned. Body taken to morgue.
Mar. 24	Brazos, Texas.....	E. Lopas.....	Body found in surf 5 miles S. of station. Turned over to coroner.
Mar. 25	Kenosha, Wisconsin, Lake Michigan.	T. Gallagher.....	Drowned on the 21st instant. Recovered after dragging 4 days.
Mar. 26	Bogue Inlet, North Caro- lina.	John Kozaensusky....	Drowned by the sinking of a small boat. Body recovered by dragging.
Mar. 31	Old Chicago, Illinois, Lake Michigan.	Unknown.....	Found floating in the lake $\frac{1}{2}$ mile N. of station. Turned over to city authorities.
Mar. 31	Nome, Alaska.....	Roseto Stiliades.....	Found on the tundra 58 miles NW. of station under 4 feet of snow. This man and a companion, whose body could not be located, had been caught in a blizzard. The keeper covered the 116 miles from the station and back with a dog team. Stiliades' remains were placed in the hands of an undertaker in Nome.
Mar. 31	Fort Point, California...	Unknown.....	Found floating 300 yards W. of station. Turned over to coroner.
Apr. 3	Racine, Wisconsin, Lake Michigan.	Wm. Murphy.....	Fell off State Street Bridge and was drowned. Resuscitation attempted.
Apr. 11	Cape Henry, Virginia...	Unknown.....	The body of a colored man, found on the beach by the N. patrol. Station crew made coffin and buried body where discovered.
Apr. 22	Erie, Pennsylvania, Lake Erie.	do.....	Fell off the dredge Erie and drowned. Body recovered by grappling.
Apr. 26	Milwaukee, Wisconsin, Lake Michigan.	do.....	Body of 9 months old girl, found floating in the river. Taken to the morgue.
Apr. 27	Cleveland, Ohio, Lake Erie.	do.....	Badly decomposed body found floating in the Cuyahoga River, $\frac{1}{2}$ mile S. of station. Had apparently been in the water a long time. Turned over to an undertaker.
Apr. 29	Muskegon, Michigan, Lake Michigan.	do.....	Found floating on the north side of the pier. Too badly decomposed for identification. Turned over to coroner.
Apr. 30	Jackson Park, Illinois, Lake Michigan.	do.....	Found floating N. of the pier. Turned over to the police.
May 6	Cleveland, Ohio, Lake Erie.	Frank Burso.....	Drowned by jumping from a barge 3 miles SE. of station; a case of suicide. Recovered by dragging.
May 8	Nahant, Massachusetts..	Miss Varina Blandy..	Drowned February 10, 1908. Found on beach by the surfmen. Identified by clothing.
May 11	South Chicago, Illinois, Lake Michigan.	Unknown.....	Body of a man found floating in a lake. Delivered to city authorities.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station and locality.	Identity of bodies.	Circumstances of death.
1908.			
May 12	Michigan City Indiana, Lake Michigan.	Unknown.....	Body of a man taken from the river. Delivered to undertaker.
May 12	Point Bonita, California.	William McDonald....	Found on the beach at low tide with shot wound in head. Delivered to coroner.
May 15	Sabine Pass, Texas.....	George Locke.....	Had fallen overboard from schooner and drowned May 12. Body found on the beach 7 miles W. of station. Turned over to coroner.
May 15	Milwaukee, Wisconsin, Lake Michigan.	Frank Schroder.....	A member of the city fire department. Drowned by falling over a dock.
May 17	Buffalo, New York, Lake Erie.	Harold Fitzgerald....	Fell from a dock and drowned. Body recovered by dragging.
May 19	Rockaway, New York..	Henry Hudson.....	Found on the beach. Turned over to police.
May 22	Yaquina Bay, Oregon..	Unknown.....	Body badly decomposed, supposed to be the remains of one of the crew of steamer Minnie E. Kelton. Given burial.
May 23	Newburyport, Massachusetts.	Rocco Schina.....	Drowned by the capsizing of a launch on May 10 near the station. (See p. 41.) Delivered to friends.
May 23	Spermaceti Cove, New Jersey.	Charles Eldridge.....	Found 1½ miles N. of station. Drowned the night of May 17.
May 23	Fairport, Ohio, Lake Erie.	James Sullivan.....	A 7 year old boy. Drowned in a large reservoir. Body recovered by dragging.
May 24	Saint Joseph, Michigan, Lake Michigan.	Charles Asbam.....	Drowned in the basin.
May 24	Jackson Park, Illinois, Lake Michigan. Service by Farragut Yacht Club.)	Unknown.....	Body of a colored man drowned off Twenty-sixth street. Recovered by dragging and turned over to police.
May 29	Old Chicago, Illinois, Lake Michigan.	do.....	Body found in the lake by the steamer Marquette and left at the station. Delivered to coroner by keeper.
May 31	Cape Elizabeth, Maine..	Melvin Lovelitt.....	A lobster fisherman; drowned while pulling up his traps 3 miles N. of station.
May 31	Newburyport, Massachusetts.	Berardo Parisso.....	Drowned May 10, from a capsized launch near station. (See p. 41.) Turned over to city authorities.
May 31	Cleveland, Ohio, Lake Erie.	John Letchlader.....	A boy 7 years of age. Drowned by falling into the river. Resuscitation attempted.
May 31	Milwaukee, Wisconsin, Lake Michigan.	Unknown.....	Found floating in the river. Taken to the morgue.
June 2	Kenosha, Wisconsin, Lake Michigan.	Lawrence Krouse.....	A 9-year-old boy. Drowned in the river opposite the station. Resuscitation attempted.
June 8	Isle of Wight, Maryland.	Roy Harmon.....	Drowned 5 miles S. of station. Body recovered by use of a seine. Resuscitation attempted.
June 8	Ashtabula, Ohio, Lake Erie.	Unknown.....	Body of a man. Drowned W. of the station while in swimming. Resuscitation attempted.
June 10	Milwaukee, Wisconsin, Lake Michigan.	Jack Jackobsen.....	Found floating outside of harbor piers.
June 12	Racine, Wisconsin Lake, Michigan.	Unknown.....	A 6-year-old boy. Drowned while in swimming in the river. Body turned over to coroner.
June 15	Golden Gate, California.	Peter J. Weniger.....	Found in the surf 1 mile S. of the station. Delivered to authorities.
June 16	Newburyport, Massachusetts.	Tamoro Bernardino....	Picked up by keeper 1½ miles NE. of station. This man was drowned by the capsizing of a power boat May 10. (See p. 41.)
June 16	City Point, Massachusetts.	Eric C. Hopkins.....	Drowned on the 14th instant at L street bath house.
June 20	Cleveland, Ohio, Lake Erie.	Barney Oneal.....	Drowned 5 miles NE. of station by the capsizing of a rowboat. Body recovered by grappling.
June 20	Louisville, Kentucky...	John Hildebrand.....	Drowned in the river 1½ miles from the station. Body turned over to coroner.
June 20	do.....	William G. Kinkead..	Drowned in the swimming pool at country club. Resuscitation attempted.
June 20	Jackson Park, Illinois, Lake Michigan.	Unknown.....	Drowned ¾ mile S. of station. Body turned over to city authorities.
June 21	Buffalo New York, Lake Erie.	Barney Duggan.....	Drowned in a canal at the foot of Maryland street. Recovered by dragging.
June 23	do.....	Unknown.....	Body of a boy. Drowned in a canal at the foot of Lloyd street. Body turned over to the police.
June 23	Louisville, Kentucky...	Unknown (3 persons) .	One man and 2 women drowned 6 miles NE. of station by the capsizing of a boat. Bodies taken to station and turned over to coroner.

Services of crews (miscellaneous)—Continued.

RECOVERY OF BODIES—Continued.

Date.	Station and locality.	Identity of bodies.	Circumstances of death.
1908.			
June 24	Buffalo, New York, Lake Erie.	Unknown.....	Body of a man drowned 3½ miles SE. of station. Turned over to coroner.
June 25	Old Chicago, Illinois, Lake Michigan.	do.....	Body of a man drowned on the 19th instant. Turned over to city authorities.
June 27	Holland, Michigan, Lake Michigan.	do.....	Body of a little girl drowned 4½ miles from station while in bathing. Resuscitation attempted.
June 29	Buffalo, New York, Lake Erie.	do.....	Body of a man found floating in the Erie basin. Turned over to coroner.
June 30	Cleveland, Ohio, Lake Erie.	do.....	Badly decomposed body of a man dug up by a dredge working in the Cuyahoga River. Taken charge of by a surfman who delivered it to coroner.
June 30	Racine, Wisconsin, Lake Michigan.	Charles Felbob.....	Drowned under the Mead Street Bridge. Body turned over to parents.

RECOVERY OF PROPERTY—Continued.

Date.	Station and locality.	Description of property.	Circumstances of loss, recovery, etc.
1907.			
July 2	Racine, Wisconsin, Lake Michigan.	Truck, barrel of paint, iron casting, wagon springs.	Truck, loaded with articles mentioned, had run off dock into lake.
July 3	do.....	Gangway.....	Had fallen from dock of Goodrich Transportation Co. and was drifting to sea.
July 5	do.....	Gill net.....	Lost on Peacock Spit.
July 10	Cape Disappointment, Washington.	Gill net.....	Fell overboard from wharf boat.
July 11	Louisville, Kentucky...	Hog.....	Caught on a buoy.
July 11	Point Adams, Oregon...	Net.....	Drifting out to sea.
July 12	Point Bonita, California.	Target.....	Lost in the breakers.
July 14	Cape Disappointment, Washington.	Gill net.....	Do.
July 15	do.....	do.....	Fell off a dock.
July 16	Alpena, Michigan, Lake Huron.	Steer.....	Lost off Columbia River jetty.
July 16	Point Adams, Oregon...	Gill net.....	Do.
July 18	do.....	do.....	Fell overboard from a pier.
July 19	Sheboygan, Wisconsin, Lake Michigan.	Bicycle.....	Found on beach; turned over to boy's mother.
July 22	Golden Gate, California..	Boy's clothing.....	Lost in the breakers.
July 25	Cape Disappointment, Washington.	Gill net.....	Do.
July 26	do.....	do.....	Had jumped overboard from a lighter.
July 27	Nome, Alaska.....	Steer.....	Brought ashore by use of small power boat.
July 27	Point Adams, Oregon...	Net.....	Lost near the jetty.
July 29	Cape Disappointment, Washington.	Gill net.....	Lost on Peacock Spit.
Aug. 3	Pointe aux Barques, Michigan, Lake Huron.	Cow.....	Fell over a bluff into the lake.
Aug. 8	Cape Disappointment, Washington.	Gill net (100 fms.)....	Valued at \$200.
Aug. 9	Racine, Wisconsin, Lake Michigan.	Wagon box.....	Recovered from bottom of river. Valued at \$50.
Aug. 9	Kewaunee, Wisconsin, Lake Michigan.	Propeller of str. G. M. A. Hermann.	Lost Aug. 4 about 1 mile NE. of station.
Aug. 9	Cape Disappointment, Washington.	Gill net (300 fms.)....	Valued at \$300.
Aug. 12	Isle of Wight, Maryland.	Horse.....	Extricated from mud.
Aug. 12	Milwaukee, Wisconsin, Lake Michigan.	Milk can.....	Lost off the dock.
Aug. 20	Charlevoix, Michigan, Lake Michigan.	40 logs.....	Belonging to Kelly Shingle Co.
Aug. 22	Cape Disappointment, Washington.	Seine.....	Valued at \$500.
Aug. 25	Sheboygan, Wisconsin, Lake Michigan.	Balloon.....	Had fallen into the lake 2 miles S. of station.
Aug. 31	Wash Woods, North Carolina.	Box of letters.....	Patrol recovered from the surf a box containing letters, etc., marked "R. E. Saulsbury, U. S. S. Ohio, New York, N. Y."
Sept. 3	Milwaukee, Wisconsin, Lake Michigan.	Horse.....	Fell off the dock and was landed on the beach at Jones Island by surfman in small boat. Valued at \$125.

Services of crews (miscellaneous)—Continued.

RECOVERY OF PROPERTY.

Date.	Station and locality.	Description of property.	Circumstances of loss, recovery, etc.
1907.			
Sept. 7	Fort Point, California...	Runaway horse (and buggy).	Runaway horse stopped by surfman on edge of steep bluff. Property valued at \$400.
Sept. 13	Saluria, Texas.....	Several cattle.....	Had fallen into a water tank on a ranch.
Sept. 18	Atlantic City, New Jersey.	Suit case.....	Found on beach.
Sept. 18	Louisville, Kentucky...	Hog.....	Recovered from the river and turned over to owner.
Sept. 19	Brant Rock, Massachusetts.	Runaway horse.....	Stopped in the street near station.
Sept. 20	Nauset, Massachusetts.	3 lobster pots.....	Taken out of the way of the sea.
Sept. 20	Louisville, Kentucky...	Calif.....	Rescued from the river. Valued at \$10.
Sept. 20	Thunder Bay Island, Michigan, Lake Huron	70 planks.....	These planks were adrift. Recovered and held for a claimant.
Sept. 23	Milwaukee, Wisconsin, Lake Michigan.	Anchor and hawser...	Valued at \$125.
Oct. 6	Point of Woods, New York.	Several nets.....	Found adrift and tangled together. Hauled ashore and spread out to dry. Owner notified.
Oct. 8	Gloucester, Massachusetts.	Mooring chain.....	Had gone overboard from a boat landing.
Oct. 14	Race Point, Massachusetts.	13 bushels potatoes....	Had gone adrift.
Oct. 14	Ludington, Michigan, Lake Michigan.	Dog.....	Rescued from the river.
Oct. 17	Two Mile Beach, New Jersey.	Wire cable.....	Had dropped overboard from tug A. W. Hughes.
Oct. 19	Damiscoe Island, Maine	Spar buoy.....	Adrift. Towed into harbor and light-house inspector notified.
Oct. 23	Two Rivers, Wisconsin, Lake Michigan.	3 piles.....	Drifting out of the harbor.
Oct. 25	Racine, Wisconsin, Lake Michigan.	Several piles.....	Recovered from bottom of river.
Oct. 30	Newburyport, Massachusetts.	Trunk containing clothing.	Lost by party of gunners.
Nov. 8	Louisville, Kentucky...	Hog.....	Fell overboard from river steamer.
Nov. 8	Coos Bay, Oregon.....	Automobile.....	Broken down on the beach and being engulfed by the tide. Hauled clear of sea.
Nov. 9	Milwaukee, Wisconsin, Lake Michigan.	Wagon and harness...	Horse backed off dock and drowned. Wagon and harness valued at \$125.
Nov. 10	Atlantic City, New Jersey.	Runaway horse.....	Caught by a surfman.
Nov. 12	Brazos, Texas.....	Seine.....	Recovered and held for owner.
Nov. 17	Biscayne Bay, Florida...	Bottle containing letter.	Letter mailed.
Nov. 17	Saluria, Texas.....	Several sheep.....	Taken from an island that is submerged at high tide.
Dec. 11	Louisville, Kentucky...	Hog.....	Jumped overboard from steamer Glenmore. Recovered and turned over to vessel's crew.
Dec. 18	Galveston, Texas.....	Runaway horse.....	Swam across the canal and landed on the dike. Secured and brought to station, and later delivered to owner.
Dec. 25	Chatham, Massachusetts.	Load of hay.....	Load had overturned. Station crew unhitched horse, righted wagon, and reloaded hay.
1908.			
Jan. 5	Sandy Point, Rhode Island.	Vessel's wheel box and hatch cover.	Found on beach.
Jan. 6	Fire Island, New York...	Articles belonging to slp. Mavourneen.	Recovered from wreck and returned to owner.
Jan. 13	Chester Shoal, Florida...	Rudder.....	Belonging to a sailboat. Found and returned to owner.
Jan. 22	Milwaukee, Wisconsin, Lake Michigan.	Horse team.....	Had plunged into the river. Keeper assisted in getting horses ashore and reviving them.
Jan. 30	Louisville, Kentucky...	Hog.....	Fell overboard from steamer Tell City.
Feb. 10	Nabant, Massachusetts..	Woman's coat, hat, muff, and hand satchel.	Found on beach by patrol. Property turned over to police. Supposed to be a case of suicide.
Feb. 23	Golden Gate, California..	Windmill.....	Threatened with destruction by breaking of clutches on main shaft. Station crew, with tackles and lines, forced shaft back into place and secured it.
Apr. 5	Louisville, Kentucky...	Office furniture.....	Removed from building in flooded district.
Apr. 6	do.....	Hog.....	Recovered from the river and returned to owner.
Apr. 23	Kenosha, Wisconsin, Lake Michigan.	Anchor and chain.....	Recovered by dragging and restored to owners. Property of steamer H. A. Root.

Services of crews (miscellaneous)—Continued.

RECOVERY OF PROPERTY—Continued.

Date.	Station and locality.	Description of property.	Circumstances of loss, recovery, etc.
1908.			
Apr. 26	White River, Michigan, Lake Michigan.	Horse and buggy.....	Driven into the old channel 200 yards E. of station. Driver, horse, and buggy pulled out.
Apr. 27	Point Adams, Oregon...	Pile driver.....	Used in construction of jetty at Ft. Stevens. Driver went overboard on Apr. 22 instant.
May 7	Louisville, Kentucky...	Hog.....	Caught while swimming river.
May 8	Point of Woods, New York	Net (80 fms.).....	Lost in surf. Crew hauled it up on beach and cleared it. Returned to owner.
May 8	Milwaukee, Wisconsin, Lake Michigan.	Horse.....	Fell overboard from steamer's gangplank.
May 12	Blue Point, New York...	Net.....	Recovered from surf and hauled up on beach. Claimed by owner.
May 16	Brant Rock, Massachusetts.	Runaway team.....	Stopped by a surferman and delivered to owner.
May 19	Sandy Point, Rhode Island.	Skiff.....	Recovered from two boys who had stolen it.
May 22	Point Adams, Oregon...	Nets.....	Lost in surf by fishermen.
May 29	Portsmouth, North Carolina.	Pile of lumber.....	Washed away in heavy gale.
May 29	Niagara, New York, Lake Ontario.	Cart.....	Two soldiers backed a mule and dump cart into lake, killing mule. Cart recovered.
May 30	Point Adams, Oregon...	Net.....	Fisherman had got net afoul of a buoy. Station crew cleared it.
May 31	Fishers Island, New York.	9 lobster pots.....	Pulled up and saved from the surf.
June 4	Cape Disappointment, Washington.	Net.....	Directed two fishermen to their net, which they had lost in the breakers
June 6	Dam Neck Mills, North Carolina.	Lumber.....	Deck load of lumber lost from British steamer Brantingham. Crew assisted in recovery.
June 10	Point Bonita, California.	3 windows.....	{Property of United States engineers. Lost overboard from steamer General Mifflin.
June 11	Cape Disappointment, Washington.	Gill net.....	Lost in the breakers; value \$350.
June 14	Ilwaco Beach, Washington.	Fish net.....	Recovered 1 mile off shore, and held for owner.
June 16	Point Adams, Oregon...	5 nets.....	Abandoned by fishermen to save their boats. Value of nets \$1,200.
June 18	Sturgeon Point, Michigan, Lake Huron.	Fish house.....	Blown into lake. Lumber of house saved.
June 19	Point Adams, Oregon...	2 nets.....	Valued at \$500.
June 26	Gurnet, Massachusetts.	2 horses.....	Extricated from a bog. When discovered, only their heads were in sight.
June 26	Cape Disappointment, Washington.	Gill net.....	Restored to owner. Value of net \$300.
June 29	Niagara, New York, Lake Ontario.	Automobile.....	Ran over bank into river. Hauled out by means of a line.

ASSISTANCE AT FIRES.

Date.	Station.	Object on fire.	Attendant circumstances, service rendered, etc.
1907.			
July 18	Marquette, Minnesota, Lake Superior.	Light-house fog signal.	Discovered by station watch. Extinguished by use of buckets. Structure undoubtedly saved by prompt action of crew.
July 18	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Light house and crib..	Fire discovered at 4 a. m. 2½ miles from station. Crew responded in surfboat with fire pump on board and found house containing lantern consumed and crib on fire. Flames extinguished and crib saved.
Aug. 4	Velasco, Texas.....	Hotel.....	Crew helped to take out guests and baggage. Building a total loss.
Sept. 7	Point Bonita, Golden Gate, and Southside, California.	Cliff House.....	Building destroyed. Crew saved about \$200 worth of property.
Sept. 11	South Haven, Michigan, Lake Michigan.	7 cottages and a hotel..	All destroyed. Station crew assisted fire company to save most of contents of buildings.
Sept. 14	Lone Hill, New York...	Beach grass.....	Property in neighborhood threatened. Fire extinguished by crew.
Sept. 30	Golden Gate, California.	Woods.....	In Golden Gate Park. Extinguished by station crew.
Oct 25	Point Judith, Rhode Island.	Wireless telegraph station.	Station and tower consumed. Efforts of crew unavailing.

Services of crews (miscellaneous)—Continued.

ASSISTANCE AT FIRES—Continued.

Date.	Station.	Object on fire.	Attendant circumstances, service rendered, etc.
1907.			
Nov. 6	Michigan City, Indiana, Lake Michigan.	Church.....	Building half destroyed. Crew assisted local fire brigade to subdue flames, and to protect adjoining property.
Nov. 8	Duluth, Minnesota, Lake Superior.	Elevator.....	Building located at Superior 3 miles S. of station. Crew patrolled along the docks during progress of fire and extinguished a number of small blazes started by brands from burning elevator.
Nov. 15	Rocky Point, New York.	Woods.....	Between station and village. Extinguished by crew unaided.
Nov. 18	Two Rivers, Wisconsin, Lake Michigan.	Dwelling.....	Fire caused by overheated stove. Put out by crew unassisted.
Dec. 23	Nome, Alaska.....	Bath house.....	One-fourth mile from station. Keeper assisted in extinguishing flames.
Dec. 30 1908.	do.....	Dwelling.....	Do.
Jan. 1	Yaquina Bay, Oregon...	Store building.....	Discovered from lookout at 5.30 a. m. Crew assisted in preventing spread of fire by pulling down adjoining buildings.
Jan. 18	Narragansett Pier, Rhode Island.	Barn.....	Discovered by lookout at 3.55 a. m. Crew assisted in hauling city fire apparatus and in fighting flames. Building was destroyed, but near-by structures were protected.
Jan. 30	Atlantic City, New Jersey.	Building.....	Discovered by lookout in early morning. Crew called out city fire department, and assisted in saving building.
Feb. 2	Cleveland, Ohio, Lake Erie.	Freight house (Pennsylvania R. R.).	Discovered by keeper who called out fire department and assisted in fighting flames. Building destroyed.
Feb. 24	Forked River, New Jersey.	Club House.....	Situated on Warners Island, 1½ miles from station. On account of slow progress through ice, station crew arrived after building had been consumed, but prevented the loss of some coal and took charge of property saved by others.
Mar. 27	Southside, California....	Brush.....	In Spring Valley Reservation. Extinguished by crew after several hours' hard work.
Apr. 7	Golden Gate, California.	Woods.....	In Golden Gate Park. Extinguished by station crew.
Apr. 8	Newburyport, Massachusetts.	Dwelling.....	Building destroyed, but station crew, by hard effort, succeeded in keeping a near-by cottage from catching fire.
Apr. 9	Amagansett, New York.	Beech grass.....	Fire near station. Put out by crew.
Apr. 12	Seabright, New Jersey...	2 bath houses.....	Fire department notified, and assistance rendered in fighting flames.
Apr. 23	Cape May, New Jersey...	7 dwellings.....	Buildings all destroyed. Fire department assisted.
Apr. 23	Sullivans Island, South Carolina.	3 dwellings.....	Houses were vacant. Fire extinguished by crew and several soldiers.
Apr. 23	South Haven, Michigan, Lake Michigan.	Barn.....	Building owned by light keeper on S. side of harbor. Alarm sent in to fire department.
May 7	Newburyport, Massachusetts.	Dwelling.....	Building destroyed. Fire in outbuilding extinguished, preventing spread of flames.
May 11	Salisbury Beach, Massachusetts.	Dwelling.....	Building destroyed. Discovered by lookout at 1 a. m. Station crew and neighbors kept fire confined to building, thereby saving several near-by houses.
May 28	Coquille River, Oregon...	do.....	Building half destroyed. Fire put out by station crew unassisted.
June 5	Grand Haven, Michigan, Lake Michigan.	Grass.....	Across river from station. Put out by station crew unassisted.
June 6	Hammond, Michigan, Lake Huron.	Woods.....	Working its way toward piles of pulp wood and cedar. Checked by crew and lumber saved to the value of \$8,000.
June 13	Holland, Michigan, Lake Michigan.	2 dwellings.....	One cottage was struck by lightning and set afire. The flames spread to another, destroying both houses. Two cottages near by, valued at \$1,500 each, were saved by efforts of station crew.
June 26	Duluth, Minnesota, Lake Superior.	Elevator; Warehouse	Both buildings destroyed. Crew assisted firemen in handling hose and putting out fires started on adjoining premises by falling of burning brands.
June 30	Frankfort, Michigan, Lake Michigan.	Mill.....	Building destroyed. Crew assisted in preventing spread of flames by use of force pump.

Services of crews (miscellaneous)—Continued.

TRANSPORTATION FURNISHED.

Date.	Station and locality.	Persons receiving transportation.	Circumstances under which transportation was afforded, etc.
1907.			
July 4	Chatham, Massachusetts.	A party of 5 women...	Had been out sailing; requested assistance to get back to Chatham. Taken to town in station wagon.
July 21	Umpqua River, Oregon.	Mate and second mate of wrecked sc. Alpha.	Carried out to wrecked vessel.
July 23	Middle Island, Michigan, Lake Huron.	Assistant keeper of Presque Isle light.	Carried out to his station.
Aug. 16	Point Betsie, Michigan, Lake Michigan.	A man and a woman who had stranded while coasting along the shore in a canoe.	Surfmen transferred their outfit a distance of half a mile to a team.
Aug. 22	Sabine Pass, Texas.....	Master of an oil barge...	Carried from vessel to town and back.
Aug. 23	Crisps, Michigan, Lake Superior.	2 persons.....	Brought ashore from a passing steamer, upon request.
Aug. 25	Point Adams, Oregon...	Manager and secretary of Hammond Lumber Co.	Landed from a steamer.
Aug. 28	Michigan City, Indiana, Lake Michigan.	A party of berry pickers.	Given transportation in power launch.
Sept. 2	San Luis, Texas.....	2 men bound to Galveston.	Carried 8 miles to nearest farmhouse by station team.
Sept. 9	Nome, Alaska.....	Master of the tug Bella.	Brought ashore to bedside of a brother dying in hospital. (See letter, p. 255.)
Sept. 14	Fairport, Ohio, Lake Erie.	100 persons.....	Ferried across the river to Fairport, there being a congestion of traffic on account of a picnic.
Sept. 18	Yaquina Bay, Oregon...	A pilot.....	Put aboard the steamer Bandon.
Sept. 19	Nome, Alaska.....	A boy stowaway.....	Brought ashore from steamer Pennsylvania, upon request of police.
Sept. 21	Yaquina Bay, Oregon...	Master of str. Bandon, and pilot.	Taken out to sound the Middle Ground Shoal
Sept. 22	Ditch Plain, New York.	A lost person.....	Came to station in exhausted condition. Conveyed to his hotel.
Sept. 25	City Point, Massachusetts.	2 women.....	Landed from the yacht Gracie Bell, the wind being too heavy for yacht's boat.
Sept. 26	Yaquina Bay, Oregon...	A pilot.....	Brought ashore after piloting the steamer Bandon out of the harbor.
Oct. 6	Assateague Beach, Virginia.	Crew of sc. Foam.....	Conveyed in surfboat to Chincoteague.
Oct. 11	Cape Fear, North Carolina.	A pilot.....	Conveyed from the bark Launberga to the tug having her in tow.
Oct. 12	Thunder Bay Island, Michigan, Lake Michigan.	A man sent to repair fog-signal apparatus.	Transported from Alpena to the light-house.
Oct. 14	Brazos, Texas.....	2 men.....	Afforded passage to Padre Island.
Oct. 16	Two Mile Beach, New Jersey.	6 men.....	Transferred from the dredge Pittsburg to a derrick.
Oct. 20	Two Heart River, Michigan, Lake Michigan.	Remains of Capt. F. B. Huyck.	Placed on board the tug S. C. Schenck.
Nov. 6	Point Adams, Oregon...	A man and a woman...	Brought ashore from a launch that was unable to get into the wharf on account of shoal water.
Nov. 7	Wash Woods, North Carolina.	Agent of bk. Cynthia..	Taken out to wrecked bark to examine her cargo.
Nov. 9	New Shoreham, Rhode Island.	A pilot.....	Placed aboard a steamer bound for New York.
Nov. 11	Thunder Bay Island, Michigan, Lake Huron.	The masters of 3 vessels.	Carried to Alpena and back to purchase needed supplies.
Nov. 13	Sheboygan, Wisconsin, Lake Michigan.	Agent of str. Owego...	Brought ashore to telephone to owners, and put back on board.
Nov. 23	Harbor Beach, Michigan, Lake Huron.	A minister.....	Put aboard a passing steamer on his way to bedside of dying mother.
Nov. 26	Nauset, Massachusetts...	2 hunters.....	Lost near the station in the darkness. Taken to their homes by station team.
Nov. 28	Thunder Bay Island, Michigan, Lake Huron.	An insurance agent...	Carried to and from the wrecked steamer Monohansett to enable him to examine her cargo.
Dec. 10	Jerrys Point, New Hampshire.	A party of workmen...	Ferryboat broken down, and unable to return to their homes. Transported across the river in a surfboat.
Dec. 14	Maddequet, Massachusetts.	Inspector of Massachusetts Humane Society.	Carried to Tuckernuck Island to inspect the house of the society at that point.
Dec. 24	Cold Spring, New Jersey.	7 pilots.....	6 pilots carried out to pilot boat and 1 pilot brought ashore.
Dec. 25	Nahant, Massachusetts..	Sister of keeper of Egg Rock light.	Brought ashore to bedside of sick mother.

Services of crews (miscellaneous)—Continued.

TRANSPORTATION FURNISHED—Continued.

Date.	Station and locality.	Persons receiving transportation.	Circumstances under which transportation was afforded, etc.
1908.			
Jan. 15	Big Kinnakeet, North Carolina.	Master of wrecked schooner.	Given transportation to Elizabeth City.
Jan. 19	Chicamacomico, North Carolina.	A disinterred body....	Placed aboard a schooner for shipment to Elizabeth City.
Feb. 21	Huntnwells Beach, Maine	Keeper of Seguin Island light, and his wife.	Carried out to light in surfboat.
Feb. 22	Forge River, New York.	A man engaged in unloading a wrecked schooner.	Given transportation across the bay in small boat.
Feb. 23	Gay Head, Massachusetts.	Body of a man who died on No Man's Land, 5 miles S. of station.	Brought to Gay Head by surfboat for shipment.
Mar. 5	Assateague Beach, Virginia.	2 officers of the revenue-cutter Onondaga.	Landed in surfboat.
Mar. 17	Galveston, Texas.....	Owner of wrecked sc. Traveller.	Put aboard schooner.
Mar. 28	Thunder Bay Island, Michigan, Lake Huron.	Assistant light-keeper, his family, and supplies.	Landed from a fishing tug.
Apr. 2	Chatham, Monomoy, and Monomoy Point, Massachusetts.	A dead seaman.....	Responding to signals from the schooner Stella B. Kaplan, Monomoy Point, crew brought body ashore and notified coroner at Chatham. Keeper of Monomoy station carried body to Chatham, and Chatham crew delivered it to the coroner.
Apr. 7	Aransas, Texas.....	A pilot.....	Put on board an inbound vessel, the bar being too rough for him to use his own boat.
Apr. 30	Little Kinnakeet, North Carolina.	A woman and 2 children.	Caught in a heavy squall while out in a skiff and came ashore near station. Carried to their home by station team.
May 16	South Manitou Island, Michigan, Lake Michigan.	A dealer in surfmen's supplies.	Given transportation to North Manitou Island.
May 19	Milwaukee, Wisconsin, Lake Michigan.	A sailor.....	While engaged in letting go of lines, was left on the dock by his vessel. Life-savers put him on board.
May 20	Coos Bay, Oregon.....	2 men.....	Transported across the bay to Empire.
May 31	Buffalo, New York, Lake Erie.	A man who had been left on the breakwater by a launch.	Brought ashore in a power lifeboat.
June 23	Duluth, Minnesota, Lake Superior.	Master of the str. W.C. Richardson.	Placed aboard his vessel.
June 28	Old Chicago, Illinois, Lake Michigan.	A deputy United States marshal and prisoner.	Brought ashore from revenue-cutter Tuscarora.
June 29	Sheboygan, Wisconsin, Lake Michigan.	A man working on the breakwater.	Brought ashore to bedside of sick wife.

ASSISTANCE TO OTHER BRANCHES OF THE GOVERNMENT.

Date.	Station and locality.	Branch of public service assisted.	Service rendered, etc.
1907.			
July 16	Thunder Bay Island, Michigan, Lake Huron.	Corps of Engineers, U. S. Army.	Assisted in trying to locate wreck.
July 31	Humboldt Bay, California.	do.....	Soundings taken on the bar.
Aug. 1	do.....	do.....	Soundings taken on 14 days between 1st and 24th, inclusive.
Aug. 7	Saluria, Texas.....	Coast and Geodetic Survey.	Located old marks and tripods; also made tidal observations.
Aug. 24	Coos Bay, Oregon.....	Light-House Establishment.	Inspector notified that outer bar buoy had gone adrift.
Aug. 27	Point Adams, Oregon...	Immigration Service..	Brought a watchman ashore from outgoing steamer.
Aug. 28	Middle Island, Michigan, Lake Huron.	Light-House Establishment.	Keeper of Middle Island light unable to get to his station on account of wind. Carried out in small power boat.
Sept. 4	Sheboygan, Wisconsin, Lake Michigan.	Corps of Engineers, U. S. Army.	Inspector taken out in small boat to inspect breakwater.

Services of crews (miscellaneous)—Continued.

ASSISTANCE TO OTHER BRANCHES OF THE GOVERNMENT—Continued.

Date.	Station and locality.	Branch of public service assisted.	Service rendered, etc.
1907.			
Sept. 5	Saluria, Texas.....	Light-House Estab- lishment.	Assisted in putting up some day marks as a guide to Pass Cavallo.
Sept. 6	Point Judith, Rhode Island.	do.....	Light buoy that had gone adrift located, and position reported to an inspector.
Sept. 10	Humboldt Bay, California.	Corps of Engineers, U. S. Army.	Soundings taken on bar.
Sept. 12	Nome, Alaska.....	Post-Office Depart- ment.	Brought mail ashore from str. Umatilla. (See letter of acknowledgment, p. 255.)
Sept. 15	Cape Fear, North Carolina.	Hydrographic Office..	Forwarded note found in bottle picked up on beach.
Sept. 16	Rockaway Point, New York.	Light-House Estab- lishment.	Buoy adrift reported to inspector.
Sept. 25	Cape Fear, North Carolina.	Hydrographic Office..	Note found in bottle on beach forwarded.
Sept. 30	Cranberry Islands, Maine.	Light-House Estab- lishment.	Buoy adrift from Bakers Island Ledge reported to inspector.
Oct. 2	Vermillion, Michigan, Lake Superior.	do.....	Placed buoy on wreck of steamer Alex. Nimick, and notified inspector at Detroit.
Oct. 19	Fort Lauderdale, Florida.	Hydrographic Office..	Message found in bottle forwarded.
Oct. 25	Point Bonita, California.	Navy Department....	Assisted in launching through high surf, a boat belonging to U. S. S. California.
Oct. 28	Metomkin Inlet, Virginia.	Light-House Estab- lishment.	Bar buoy parted mooring and came ashore. Secured, and matter reported to inspector.
Nov. 1	Thunder Bay Island, Michigan, Lake Huron.	do.....	Helped to install boiler in new fog-signal station.
Nov. 4	Monomoy Point, Massachusetts.	do.....	Buoy No. 6 on Shovelful Shoals went adrift. Reported to inspector.
Nov. 7	Monomoy, Massachusetts.	do.....	Recovered red can buoy adrift $\frac{1}{2}$ mile N. of station, and notified inspector.
Nov. 11	Sabine Pass, Texas.....	Public Health and Marine-Hospital Service.	2 men transported from stranded quarantine launch to quarantine station.
Nov. 12	Point Adams, Oregon...	Immigration Service..	A watchman put aboard a German steamer anchored in the bay.
Nov. 13	Brazos, Texas.....	Light-House Estab- lishment and Pub- lic Health and Marine-Hospital Serv- ice.	Boats belonging to Padre Island light-house and quarantine station wrecked by storm and wharf swept away. Messages regarding disaster carried to Isabel, Texas.
Nov. 15	Point Adams, Oregon...	Immigration Service..	Brought a watchman ashore from an outgoing steamer.
Nov. 16	Sheboygan, Wisconsin, Lake Michigan.	Corps of Engineers, U. S. Army.	Carried inspector out to inspect breakwater
Nov. 18	Nome, Alaska.....	Public Health and Marine-Hospital Service.	Assisted in moving quarantine supplies.
Nov. 25	Brant Rock, Massachusetts.	Light-House Estab- lishment.	Informed inspector that bell buoy on Howlands Ledge was out of position.
Dec. 2	Point Adams, Oregon...	do.....	Carried message out to tender Heather, directing master to go in search of a missing steamer.
Dec. 7	Metomkin Inlet, Virginia.	do.....	Assisted in replacing a bar buoy.
Dec. 10	Coquille River, Oregon..	do.....	Carried an inspector across the river to the light-house.
Dec. 13	Galveston, Texas.....	Corps of Engineers, U. S. Army.	Five men working on the jetties were forced to take refuge on a pilot boat on account of high wind. Taken off boat and landed.
Dec. 15	Fire Island, New York..	Light-House Estab- lishment.	Three employees of establishment put aboard their boat.
Dec. 23	Fishers Island, New York.	do.....	Authorities informed that a large buoy was adrift SSE. of station.
1908.			
Jan. 4	Huntnwells Beach, Maine.	do.....	Keeper of Pond Island light unable to get off to his station on account of wind. Carried out in dory.
Jan. 8	Oak Island, New York..	do.....	Sea buoy off Fire Island Bar came ashore 2 miles W. of station. Word sent to tender.
Jan. 23	do.....	do.....	Assisted crew of light-house tender in getting buoy on board.
Jan. 25	Plum Island, Wisconsin.	Post-Office Depart- ment.	Mail carrier assisted through slush ice.
Feb. 2	Gloucester, Massachusetts.	Light-House Estab- lishment.	Normans Woe bell buoy bottom up, and Round Rock Shoal spar buoy broken off. Proper authorities notified.
Feb. 5	Monomoy Point, Massachusetts.	do.....	No. 1 can buoy missing from NE. edge of Handkerchief Shoal. Inspector notified.

Services of crews (miscellaneous)—Continued.

ASSISTANCE TO OTHER BRANCHES OF THE GOVERNMENT—Continued.

Date.	Station and locality.	Branch of public service assisted.	Service rendered, etc.
1908.			
Feb. 7	Rocky Point, New York.	Light-House Establishment.	Red spar buoy discovered adrift close inshore. Authorities notified.
Feb. 9	Rye Beach, New Hampshire.	Fish Commission.....	A grampus, stranded near the station, secured and held for commission.
Feb. 12	White Head, Maine.....	Light-House Establishment.	Bell buoy on south breaker disabled. Inspector notified.
Feb. 18	Oak Island, New York.....	do.....	Assisted buoy tender Larkspur to shift buoys in Fire Island Inlet.
Feb. 23	Brenton Point, Rhode Island.	do.....	Important message carried out to Brenton Point light-ship.
Mar. 12	Barneget, New Jersey.....	do.....	Inspector informed that channel had shifted, and that channel buoy was in shoal water.
Mar. 16	Galveston, Texas.....	do.....	Discovered red beacon range light out; carried keeper of Galveston light-ship out to relight same.
Mar. 17	Saluria, Texas.....	do.....	Carried 2,000 shingles from Port Lavaca to Matagorda light station to be used in repairing light-house.
Mar. 21	Point Bonita, California.....	do.....	Reported to inspector that the horizontal striped buoy off station was adrift.
Apr. 9	Portsmouth, North Carolina.	do.....	Ocracoke Inlet sea buoy about ½ mile out of proper position. Inspector notified.
Apr. 16	Galveston, Texas.....	do.....	Master of Galveston light-ship notified that white beacon light was not burning.
Apr. 21	South Manitou Island, Michigan, Lake Michigan.	Corps of Engineers, U. S. Army.	Reported hull of sunken wreck as an obstruction to navigation in South Manitou Harbor.
May 8	Kenosha, Wisconsin, Lake Michigan.	Light-House Establishment.	Light keeper unable to reach breakwater on account of high wind. Taken out in surfboat.
May 15	Point Judith, Rhode Island.	do.....	Carried out light keeper to relight gas buoy.
May 18	Burnt Island, Maine.....	do.....	Drifting bell buoy picked up and inspector notified.
June 1	Yaquina Bay, Oregon.....	do.....	Assisted master of gas. sc. Condor to place a buoy in position.

UNCLASSIFIED SERVICE.

Date.	Station and locality.	Service rendered, etc.
1907.		
July 12	Michigan City, Indiana, Lake Michigan.	Assisted master of sloop yacht Rohader in cornering thieves and preventing their escape pending the arrival of the police.
Nov. 10	Evanston, Illinois, Lake Michigan.	Detained at the station until arrival of police an insane man who had escaped from an asylum.
Dec. 3	Sabine Pass, Texas.....	Pulled out to the dredge Sabine and informed mate that his child had died suddenly.
Dec. 22	Nahant, Massachusetts.....	Informed keeper of Egg Rock light that his mother was seriously ill.
1908.		
Jan. 19	Gull Shoal, North Carolina.....	Disinterred a corpse and prepared it for shipment.
Feb. 22	Point of Woods, New York...	A scow with horses and wagons on board grounded near the station. The life-saving crew built a bridge from the scow to the shore, over which both animals and vehicles were safely landed.
Apr. 6	Manistee, Michigan, Lake Michigan.	Captured a man who had escaped from an asylum and turned him over to the sheriff.
Apr. 7	Point of Woods, New York...	Placed in channel ranges for vessels going up and down the bay.
Apr. 9	Sheboygan, Wisconsin, Lake Michigan.	Intake pipe of city water service out of order. A surfman in small boat located pipe for officials of water company.
Apr. 17	Ludington, Michigan, Lake Michigan.	Assisted the harbor engineer to place some buoys.
Apr. 19	Racine, Wisconsin, Lake Michigan.	Keeper of Racine Reef light notified that a member of his family was seriously ill. Trip made to light-house in small boat.
Apr. 25	Kill Devil Hills, North Carolina.	Two weeks' lodging furnished Mr. Wilbur Wright, while conducting experiments with flying machine near station.
Apr. 25	Fairport, Ohio, Lake Erie.....	Superintendent of Richmond elevator carried out in surfboat to take soundings at the mouth of Grand River.
May 10	Sheboygan, Wisconsin, Lake Michigan.	Placed lantern on a sunken wreck lying in the river. This service was continued until wreck was removed, May 15.
June 16	Louisville, Kentucky.....	Station crew captured 3 boys who had run away from home and put out from the shore in a small boat. The boys were turned over to the police to be held for their parents.

VESSELS WARNED FROM DANGER.

The life-saving crews are required to patrol the beaches within the limits of their respective stations every night during the "active season" from sunset to sunrise, and during the day in thick and stormy weather. The object of the patrol is to obtain the earliest possible knowledge of disasters to vessels, and thereby to insure prompt assistance by the station crews, as well as to warn away vessels discovered in perilous places or holding dangerous courses. During the year 219 of these warnings were given—199 at night and 20 in the daytime. Of the vessels so warned 97 were steamers.

Services of crews (vessels warned from danger).

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1907.					
July 5	South Manitou, Michigan, Lake Michigan.	Steamer.....	.....	Coston.....	Stranding in fog.
July 9	Point Reyes, California.	do.....	.....	.....do.....	Do.
July 10	do.....	do.....	.....	.....do.....	Do.
July 16	do.....	do.....	.....	.....do.....	Stranding.
July 22	do.....	do.....	.....	.....do.....	Do.
July 24	do.....	do.....	.....	.....do.....	Do.
July 26	Hog Island, Virginia.	do.....	.....	.....do.....	Do.
Aug. 3	Sandy Point, Rhode Island.	Steamer.....	.....	.....do.....	Stranding in fog.
Aug. 6	Point Reyes, California.	do.....	.....	.....do.....	Stranding.
Aug. 8	Eatons Neck, New York.	Tug with 4 barges.	.....	.....do.....	Do.
Aug. 9	Newburyport, Massachusetts.	Power boat.....	.....	.....do.....	Do.
Aug. 9	Oak Island, New York.	Steamer.....	.....	.....do.....	Do.
Aug. 11	Maddequet, Massachusetts.	Sailboat.....	.....	.....do.....	Do.
Aug. 12	Highland, Massachusetts.	Steamer.....	.....	.....do.....	Do.
Aug. 12	Point Reyes, California.	do.....	.....	.....do.....	Do.
Aug. 16	Little Beach, New Jersey.	.....	Steamer.....	International code.	Do.
Aug. 16	Cobb Island, Virginia.	Vessel unknown	.....	Coston.....	Do.
Aug. 17	Hog Island, Virginia.	Steamer.....	.....	.....do.....	Do.
Aug. 22	North Beach, Maryland.	Schooner.....	.....	.....do.....	Do.
Aug. 22	Penneys Hill, North Carolina.	.....	Steamer.....	International code.	Do.
Aug. 26	Pointe aux Barques, Michigan, Lake Huron.	.....	Gasoline launch.	do.....	Do.
Aug. 27	Marblehead, Ohio, Lake Erie.	Steamer.....	.....	Coston.....	Do.
Aug. 28	Manomet Point, Massachusetts.	Gasoline launch...	.....	.....do.....	Do.
Aug. 31	Race Point, Massachusetts.	Schooner.....	.....	.....do.....	Do.
Aug. 31	Michigan City, Indiana, Lake Michigan.	.....	Gasoline launch.	Megaphone...	Do.
Aug. 31	Point Reyes, California.	Steamer.....	.....	Coston.....	Do.
Sept. 2	Point Reyes, California.	do.....	.....	.....do.....	Do.
Sept. 3	Quonochontaug, Rhode Island.	Sloop.....	.....	.....do.....	Do.
Sept. 7	Newburyport, Massachusetts.	Power boat.....	.....	.....do.....	Do.
Sept. 9	Wood End, Massachusetts.	Schooner.....	.....	.....do.....	Do.
Sept. 9	Southampton, New York.	Fishing smack...	.....	.....do.....	Do.
Sept. 10	Fire Island, New York.	Schooner.....	.....	.....do.....	Do.

Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1907.					
Sept. 11	Creeds Hill, North Carolina.	Steamer.....		Coston.....	Stranding on Diamond Shoals.
Sept. 11	Point Reyes, California.	do.....		do.....	Stranding.
Sept. 12	Wachapreague, Virginia.	Vessel unknown...		do.....	Do.
Sept. 13	Fort Macon, North Carolina.	Schooner.....		do.....	Do.
Sept. 14	Louisville, Kentucky		Rowboat.....	Megaphone...	In danger of being run over.
Sept. 19	Oak Island, New York.	Gasoline launch...		Coston.....	Stranding.
Sept. 19	Assateague Beach, Virginia.	Schooner.....		do.....	Do.
Sept. 23	New Shoreham, Rhode Island.	do.....		do.....	Do.
Sept. 25	Newburyport, Massachusetts.	Vessel unknown...		do.....	Stranding on the bar.
Sept. 29	Little Beach, New Jersey.	Steamer.....		do.....	Stranding.
Sept. 29	South Brigantine, New Jersey.	Schooner.....		do.....	Do.
Sept. 30	Popes Island, Virginia.	Vessel unknown...		do.....	Do.
Oct. 1	Gloucester, Massachusetts.	Gasoline launch...		do.....	Do.
Oct. 1	Hog Island, Virginia.	Steamer.....		do.....	Do.
Oct. 2	Point Reyes, California.	Vessel unknown...		do.....	Do.
Oct. 4	Hampton Beach, New Hampshire.		Schooner.....	International code (J. D.).	Do.
Oct. 4	Wood End, Massachusetts.	Schooner.....		Coston.....	Do.
Oct. 5	North Beach, Maryland.	do.....		do.....	Do.
Oct. 6	Parramore Beach, Virginia.	do.....		do.....	Do.
Oct. 8	Fire Island, New York.	Steamer and tow...		do.....	Do.
Oct. 8	Oak Island, New York.	Schooner.....		do.....	Do.
Oct. 8	Point Reyes, California.	Steamer.....		do.....	Do.
Oct. 16	Nome, Alaska.....	do.....		do.....	Do.
Oct. 21	Townsend Inlet, New Jersey.	do.....		do.....	Do.
Oct. 22	Hereford Inlet, New Jersey.	Vessel unknown...		do.....	Do.
Oct. 23	Moriches, New York.	Schooner.....		do.....	Do.
Oct. 25	Peaked Hill Bars, Massachusetts.	Steamer.....		do.....	Do.
Oct. 27	Milwaukee, Wisconsin, Lake Michigan.	do.....		do.....	Do.
Oct. 29	Long Beach, New York.	do.....		do.....	Do.
Nov. 1	North Beach, Maryland.	Schooner.....		do.....	Do.
Nov. 1	Parramore Beach, Virginia.	do.....		do.....	Dangerous position.
Nov. 3	Fort Macon, North Carolina.	Steamer.....		do.....	Dangerously near the beach.
Nov. 6	Highland, Massachusetts.	Schooner.....		do.....	Inside the outer bar.
Nov. 6	Cahoons Hollow, Massachusetts.	do.....		do.....	Near outer breakers.
Nov. 9	Chicamacomico, North Carolina.	Steamer.....		do.....	Close to bar.
Nov. 10	Peaked Hill Bars, Massachusetts.	Schooner.....		do.....	Stranding.
Nov. 10	Little Island, Virginia.	Steamer.....		do.....	Do.
Nov. 11	Point Allerton, Massachusetts.	Vessel unknown...		do.....	Running on the bar.
Nov. 12	Potunk, New York.	do.....		do.....	Stranding into danger.
Nov. 16	False Cape, Virginia.	Steamer.....		do.....	Heading for Pebble Shoals.
Nov. 18	South Manitou Island, Michigan, Lake Michigan.	Steamer and tow...		do.....	Stranding.

Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal	Danger threatened.
1907.					
Nov. 19	Rehoboth Beach, Delaware.	Steamer.....	.....	Coston	Heading for the beach.
Nov. 21	Potunk, New York...	Vessel unknown ..	.....	.....do.....	Standing into danger.
Nov. 23	Shinnecock, New York.	do.....	.....	.....do.....	Stranding.
Nov. 24	Cape Henry, Virginia.	Steamer.....	.....	.....do.....	Dangerously near point of cape.
Nov. 24	False Cape, Virginia.	do.....	.....	.....do.....	Dangerously near Pebble Shoals.
Nov. 25	North Beach, Maryland.	do.....	.....	.....do.....	Stranding.
Nov. 25	Popes Island, Virginia.	do.....	.....	.....do.....	Do.
Nov. 25	Bogue Inlet, North Carolina.	do.....	.....	.....do.....	Dangerously near the beach.
Nov. 25	Biscayne Bay, Florida.	.....	Steamer.....	International code (J. D.).	Heading for the shoals.
Nov. 26	False Cape, Virginia.	.....	Bark.....	do.....	Dangerously near Pebble Shoals.
Nov. 27	Watch Hill, Rhode Island.	Schooner.....	.....	Coston	Stranding.
Nov. 27	Parramore Beach, Virginia.	do.....	.....	.....do.....	Do.
Nov. 27	Erie, Pennsylvania, Lake Erie.	Steamer.....	.....	Lantern and Coston.	Heading for the beach.
Nov. 28	Point Allerton, Massachusetts.	Small boat.....	.....	.....do.....	Standing into danger.
Nov. 28	Nauset, Massachusetts.	Tug and 3 barges ..	.....	.....do.....	Heading for the bar.
Nov. 29	Parramore Beach, Virginia.	Steamer.....	.....	.....do.....	Dangerous position.
Nov. 30	North Beach, Maryland.	do.....	.....	.....do.....	Stranding.
Dec. 4	Peaked Hill Bars, Massachusetts.	Schooner.....	.....	.....do.....	Do.
Dec. 5	Oak Island, North Carolina.	Steamer.....	.....	.....do.....	Stranding in snow-storm.
Dec. 7	Nauset, Massachusetts.	Schooner.....	.....	.....do.....	Stranding.
Dec. 9	Fort Macon, North Carolina.	Steamer.....	.....	.....do.....	Do.
Dec. 13	Nahant, Massachusetts.	Schooner.....	.....	.....do.....	Do.
Dec. 13	Ocean City, Maryland.	Steamer.....	.....	.....do.....	Do.
Dec. 13	San Luis, Texas.....	Schooner.....	.....	.....do.....	Do.
Dec. 15	Short Beach, New York.	Steamer.....	.....	.....do.....	Do.
Dec. 17	Newburyport, Massachusetts.	Schooner.....	.....	.....do.....	Do.
Dec. 17	North Beach, Maryland.	do.....	.....	.....do.....	Do.
Dec. 20	Point Lookout, New York.	Vessel unknown ..	.....	.....do.....	Do.
Dec. 23	Long Beach, New York.	Steamer.....	.....	.....do.....	Do.
Dec. 24	Tiana, New York...	Vessel unknown ..	.....	.....do.....	Do.
Dec. 24	Gilgo, New York...	.....	Schooner.....	International code (J. D.).	Do.
Dec. 24	Wachapreague, Virginia.	Steamer.....	.....	Coston	Do.
Dec. 24	Bogue Inlet, North Carolina.	Vessel unknown ..	.....	.....do.....	Do.
Dec. 27	Cape Fear, North Carolina.	Steamer.....	.....	.....do.....	Do.
Dec. 28	Nauset, Massachusetts.	do.....	.....	.....do.....	Do.
Dec. 30	Race Point, Massachusetts.	Schooner.....	.....	.....do.....	Do.
1908.					
Jan. 2	Peaked Hill Bars, Massachusetts.	Steamer.....	.....	.....do.....	Do.
Jan. 3	Nauset, Massachusetts.	Schooner.....	.....	.....do.....	Dangerously near bar.
Jan. 3	Avalon, New Jersey.	Vessel unknown ..	.....	.....do.....	Stranding.
Jan. 3	Popes Island, Virginia.	do.....	.....	.....do.....	Do.
Jan. 4	Monomoy Point, Massachusetts.	Steamer.....	.....	.....do.....	Standing toward shoal.
Jan. 5	Hog Island, Virginia.	Vessel unknown ..	.....	.....do.....	Standing toward bar.

Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened
1908.					
Jan. 6	Gurnet, Massa h- setts.	Schooner.....	.....	Coston	Stranding.
Jan. 8	Core Bank, North Carolina.	Steamer.....	.....	do.....	Do.
Jan. 9	Quogue, New York..	Schooner.....	.....	do	Do.
Jan. 9	North Beach, Mary- land.	Steamer.....	.....	do.....	Do.
Jan. 9	False Cape, North Carolina.	do.....	.....	do.....	Standing toward shoal.
Jan. 12	Dam Neck Mills, Virginia.	do.....	.....	do.....	Stranding.
Jan. 12	Humboldt Bay, Cali- fornia.	do.....	.....	do.....	Do.
Jan. 13	Tiana, New York....	Vessel unknown	.....	do.....	Do.
Jan. 17	Race Point, Massa- chusetts.	Schooner.....	.....	do.....	Do.
Jan. 21	Cape Lookout, North Carolina.	Yacht.....	.....	do	Do.
Jan. 24	Bogue Inlet, North Carolina.	Vessel unknown	.....	do.....	Do.
Jan. 29	Peaked Hill Bars, Massachusetts.	Steamer.....	.....	do.....	Do.
Jan. 29	Jones Beach New York.	Schooner.....	.....	do.....	Do.
Jan. 30	Brazos, Texas.	do.....	.....	do.....	Do.
Jan. 31	Chicamacomico, North Carolina.	Steamer.....	.....	do.....	Do.
Feb. 3	Little Beach, New Jersey.	.....	Tug and 2 barges.	International code (J. D.).	Dangerously near shoals.
Feb. 3	South Brigantine, New Jersey.	.....	do.....	do.....	Do.
Feb. 5	do.....	Schooner.....	.....	Coston	Close to beach in snowstorm.
Feb. 7	Gurnet, Massachu- setts.	do.....	.....	do.....	Near the rocks.
Feb. 8	Quogue, New York..	Tug and barges.	.....	do.....	Stranding.
Feb. 8	Little Beach, New Jersey.	Steamer.....	.....	do.....	Dangerously near shoals.
Feb. 10	Parramore Beach, Virginia.	Vessel unknown	.....	do.....	Dangerous posi- tion.
Feb. 16	Race Point, Massa- chusetts.	Schooner.....	.....	do.....	Stranding.
Feb. 16	Point Lookout, New York.	Vessel unknown	.....	Costons (2)	Close to shore.
Feb. 17	Ilwaco Beach, Wash- ington.	Steamer.....	.....	Coston	Heading for beach.
Feb. 18	Point Allerton, Massachusetts.	Schooner.....	.....	do.....	Heading for the bar.
Feb. 22	Shinnecock, New York.	Vessel unknown	.....	do.....	Too near the shore.
Feb. 23	Popes Island, Vir- ginia.	do.....	.....	do.....	Standing into dan- ger.
Feb. 23	Cape Henry, Vir- ginia.	Steamer.....	.....	do.....	Dangerously near point of the cape.
Feb. 24	Lone Hill, New York.	do.....	.....	do.....	Dangerously near the bar.
Feb. 25	Townsend Inlet, New Jersey.	Vessel unknown	.....	do.....	Do.
Feb. 29	Green Run Inlet, Maryland.	Steamer.....	.....	do.....	Dangerously near the beach.
Mar. 1	False Cape, Virginia.	Schooner.....	.....	Coston	Do.
Mar. 6	South Brigantine, New Jersey.	Steamer.....	.....	do.....	Standing in too close to shoals.
Mar. 6	Dam Neck Mills, Vir- ginia.	do.....	.....	do.....	Dangerously near the beach.
Mar. 6	do.....	Vessel unknown	.....	do.....	Stranding.
Mar. 18	Moriches, New York.	Schooner.....	.....	do.....	Too near the beach for safety.
Mar. 19	Point Lookout, New York.	do.....	.....	do.....	Dangerously near the beach.
Mar. 22	Peeks Beach, New Jersey.	Vessel unknown	.....	do.....	Too close to the shore.
Mar. 23	Race Point, Massa- chusetts.	Schooner.....	.....	do.....	Dangerously near the beach.
Mar. 24	Toms River, New Jersey.	Vessel unknown	.....	do.....	Too near the shore.
Mar. 25	Virginia Beach, Vir- ginia.	Steamer.....	.....	do.....	Dangerously near the beach.
Mar. 27	Georgica, New York.	do.....	.....	do.....	Stranding.

Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1908.					
Mar. 30	Cape Henry, Virginia.	Steamer .....	.....	Coston	Striking the point of the cape.
Apr. 1	Pamet River, Massachusetts.	do.....	.....	.....do.....	Stranding.
Apr. 1	Little Beach, New Jersey.	do.....	.....	.....do.....	Heading in for the shoals.
Apr. 1	North Beach, Maryland.	Schooner.....	.....	.....do.....	Stranding.
Apr. 2	Corson Inlet, New Jersey.	Vessel unknown ..	.....	.....do.....	Do.
Apr. 3	False Cape, Virginia.	Steamer.....	.....	Costons (2)....	Heading in for Pebble Shoals.
Apr. 5	North Beach, Maryland.	Schooner.....	.....	Coston	Stranding.
Apr. 6	Point Allerton, Massachusetts.	Steamer.....	.....	.....do.....	Standing into danger.
Apr. 8	Peaked Hill Bars, Massachusetts.	Schooner.....	.....	.....do.....	Do.
Apr. 8	Old Harbor, Massachusetts.	do.....	.....	.....do.....	Dangerously near the beach.
Apr. 9	Assateague Beach, Virginia.	do.....	.....	.....do.....	Too near the beach for safety.
Apr. 12	Two Mile Beach, New Jersey.	Launch .....	.....	.....do.....	Dangerously near the bar.
Apr. 15	Tiana, New York....	Steamer.....	.....	.....do.....	Too close to shore.
Apr. 15	Creeds Hill, North Carolina.	.....	Steamer.....	International code (J D.).	Heading toward Diamond Shoals.
Apr. 17	Cahoons Hollow, Massachusetts.	Vessel unknown ..	.....	Coston	Standing into danger.
Apr. 18	Cape Henry, Virginia.	.....	Steamer.....	International code (J D.).	Stranding on the cape.
Apr. 19	Isle of Wight, Maryland.	Schooner.....	.....	Coston	Too near the beach.
Apr. 20	Cape Fear, North Carolina.	Steamer.....	.....	.....do.....	Dangerously near Frying Pan Shoals.
Apr. 21	Cape Henlopen, Delaware.	Schooner.....	.....	.....do.....	Too near the point of the cape.
Apr. 23	Iiwaco Beach, Washington.	Steamer.....	.....	.....do.....	Standing too close to shore.
Apr. 25	Mecox, New York....	Schooner.....	.....	.....do.....	Too near the shore.
Apr. 28	Point Allerton, Massachusetts.	do.....	.....	.....do.....	Dangerously near N.E. bar.
Apr. 28	Wood End, Massachusetts.	do.....	.....	.....do.....	Standing into danger.
Apr. 30	Salisbury Beach, Massachusetts.	do.....	.....	.....do.....	Heading for a dangerous ledge of rocks.
May 1	Sea Isle City, New Jersey.	Steamer.....	.....	Coston	Stranding.
May 1	Pentwater, Michigan, Lake Michigan.	Tug and scow .....	.....	.....do.....	Do.
May 12	Newburyport, Massachusetts.	Sloop .....	.....	.....do.....	Do.
May 12	Orleans, Massachusetts.	Schooner.....	.....	.....do.....	Do.
May 13	Ditch Plain, New York.	do.....	.....	.....do.....	Do.
May 15	South Manitou Island, Michigan, Lake Michigan.	Steamer.....	.....	.....do.....	Do.
May 18	Plum Island, Massachusetts.	Schooner.....	.....	.....do.....	Do.
May 18	Cahoons Hollow, Massachusetts.	do.....	.....	.....do.....	Do.
May 22	Santa Rosa, Florida.	do.....	.....	.....do.....	Do.
May 23	New Shoreham, Rhode Island.	Vessel unknown ..	.....	.....do.....	Do.
May 23	Thunder Bay Island, Michigan, Lake Huron.	Steamer.....	.....	.....do.....	Do.
May 28	Grande Pointe Au Sable, Michigan, Lake Michigan.	.....	Steamer.....	Fog bell.....	Do.
May 29	Orleans, Massachusetts.	Steamer.....	.....	Coston	Do.
May 30	Wallis Sands, Maine.	Schooner.....	.....	.....do.....	Do.
May 30	Shinnecock, New York.	Steamer.....	.....	.....do.....	Do.

Services of crews (vessels warned from danger)—Continued.

Date.	Station.	Warned by night.	Warned by day.	Kind of signal.	Danger threatened.
1908.					
May 30	Cold Spring, New Jersey.	Ship.....	.....	Coston	Standing.
May 31	Nauset, Massachusetts.	Schooner.....	.....	....do.....	Do.
May 31	Old Harbor, Massachusetts.	Steamer.....	.....	....do.....	Do.
May 31	Popes Island, Virginia.	Vessel unknown..	.....	....do.....	Do.
June 1	Cape Disappointment, Washington.	.....	Fish boat....	Shout.....	Too near Peacock Spit for safety.
June 7	Fort Lauderdale, Florida.	.....	Gasoline launch.	Waving flag...	Heading directly for the bar.
June 9	South Manitou Island, Michigan, Lake Michigan.	Schooner.....	.....	Coston	Stranding on South Point.
June 10	Point Reyes, California.	Ship.....	.....	....do.....	Too near the shore.
June 14	Crisps, Michigan, Lake Superior.	Steamer.....	.....	....do.....	Sounding fog signal near the beach.
June 20	North Manitou Island, Michigan, Lake Michigan.	do.....	.....	....do.....	Heading for the beach.
June 21	Cape Henry, Virginia.	do.....	.....	Costons (2)...	Dangerously near the point of the cape.
June 24	South Manitou Island, Michigan, Lake Michigan.	do.....	.....	Coston	Dangerously near beach in a fog.

TABLE OF CASUALTIES
WITHIN THE FIELD OF OPERATIONS OF THE
LIFE-SAVING SERVICE.

1908.

DISTRICT No. 1.—EMBRACING COASTS OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
July 9	Hunniwells Beach....	1 mi. SE.....	Slp. Nancy Hanks.....	16	Bath, Me.....
July 23	Portsmouth Harbor a....	$\frac{1}{2}$ mi. ENE....	Ywl. Catherine.....		Boston, Mass.....
July 25	Cape Elizabeth.....	1 mi. SSW....	Slp. no name.....		Lynn, Mass.....
Aug. 4	Cranberry Islands.....	5 mi. WNW....	Sc. William B. Herrick...	499	Boston, Mass.....
Aug. 6	White Head.....	Seal Harbor...	Nph. Ich. Helen M.....		Sprucehead, Me...
Aug 11	Portsmouth Harbor....	$\frac{1}{2}$ mi. S. $\frac{1}{2}$ W...	Nph. Ich., no name.....		Portsmouth, N.H.
Aug. 13	Damiscove Island.....	1 mi. NW.....	Catboat, no name.....		Dresden, Me.....
Aug. 24	Hunniwells Beach.....	1 mi. S.....	Gas. Ich. Kumon.....		Marblehead, Mass.
Aug. 31	Quoddy Head.....	2 mi. ENE....	Slp., no name.....		Eastport, Me.....
Sept. 7	Damiscove Island.....	$\frac{1}{2}$ mi. SW....	Gas. Ich., no name.....		Boothbay Harbor, Me.
Sept. 9	Cape Elizabeth.....	Aldens Rock..	Sc. Elizabeth Silsbee.....	153	Gloucester, Mass..
Sept. 9	Hampton Beach.....	2 $\frac{1}{2}$ mi. E.....	Gas. Ich., no name.....		Gloucester, Mass..
Sept. 13	Portsmouth Harbor....	$\frac{1}{2}$ mi. E. $\frac{1}{2}$ S...	Gas. Ich., no name.....		Newcastle, N. H..
Sept. 13	Hampton Beach.....	$\frac{1}{2}$ mi. SE....	Gas. Ich. Eleanor.....		
Sept. 21	White Head.....	3 mi. SE.....	Sc. Donna T. Briggs....	204	Stonington, Conn.
Sept. 22	Portsmouth Harbor....	1 mi. NNE....	Slp. Verelette.....		Eliot, Me.....
Sept. 23	do.....	7 mi. SE. $\frac{1}{2}$ S...	Gas. Ich., no name.....		Kittery, Me.....
Sept. 29	Cranberry Islands.....	Hardings Ledge.	Sc. Lizzie J. Clark.....	46	Castine, Me.....
Sept. 29	Hunniwells Beach.....	$\frac{1}{2}$ mi. NW.....	Gas. Ich. Swastika.....		Bath, Me.....
Sept. 30	Damiscove Island.....	4 mi. N.....	Gas. Ich., no name.....		Boothbay Harbor, Me.
Oct. 6	do.....	300 yds. NE....	Slp., no name.....		Boothbay, Me.....
Oct. 7	White Head.....	1 $\frac{1}{2}$ mi. NNE....	Sc. Ethel F. Merriam....	78	do.....
Oct. 8	Hunniwells Beach.....	$\frac{1}{2}$ mi. NE.....	Gas. Ichs. (2), no names.		Georgetown, Me..
Oct. 27	White Head.....	Grindstone Ledge.	Sc. Harry Morris (Br.)...	98	St. John, N. B....
Oct. 29	Cranberry Islands.....	4 mi. W.....	Sc. Mayflower (Br.)....	131	Maitland, N. S....
Oct. 30	do.....	4 $\frac{1}{2}$ mi. WNW..	Sc. Theresa Wolf.....	307	Wiscasset, Me....
Nov. 3	Quoddy Head.....	5 mi. SE.....	Sc. Charles H. Sprague..	318	Philadelphia, Pa..
Nov. 3	Hunniwells Beach.....	1 mi. N.....	Gas. Ich., no name.....		Bowdoinham, Me.
Nov. 4	Fletchers Neck.....	Off station....	Ywl. b, no name.....		Bucksport, Me....
Nov. 7	White Head.....	1 mi. NNW....	Sc. E Pluribus Unum....	21	Rockland, Me....
Nov. 14	Portsmouth Harbor....	Wood Island Bar.	U. S. Str. Captain Reilly..	70	
Nov. 20	White Head.....	5 mi. NE.....	Slp., no name.....		Rockland, Me....
Dec. 2	Cross Island.....	5 mi. NW.....	Gas. Ich., no name.....		Bucks Harbor, Me.
Dec. 4	Quoddy Head.....	1 $\frac{1}{2}$ mi. ENE....	Sc. Lillian.....	99	Machias, Me.....
Dec. 5	Cranberry Islands.....	2 mi. N.....	Sc. Golden Ball.....	291	Barnstable, Mass..
Dec. 11	White Head.....	1 $\frac{1}{2}$ mi. NE.....	Sc. Harry (Br.).....	422	Parrsboro, N. S...
Dec. 11	Damiscove Island.....	200 yds. S....	Gas. Ich., no name.....		Westport, Me....
Dec. 23	Burnt Island.....	150 yds. NW..	Slp., no name.....		Waldoboro, Me....
Dec. 30	Damiscove Island.....	2 mi. S.....	Sc. Agnes V. Gleason....	70	Gloucester, Mass..
1908.					
Jan. 5	do.....	4 mi. NE.....	Sc. Frank and Ira (Br)...	90	St. John, N. B....
Jan. 7	Cross Island.....	$\frac{1}{2}$ mi. NE.....	Gas. Ich. Curlew.....	26	Jonesport, Me....
Jan. 8	do.....	6 mi. NE.....	Str. Massasoit.....	364	Portland, Me.....
Jan. 20	Wallis Sands and Rye Beach.	$\frac{1}{2}$ mi. SW....	Sc. Agnes Manning.....	988	Philadelphia, Pa..

a Formerly Jerrys Point station.

b Belonging to Sc. Susan Stetson, sunk 50 miles offshore.

season of 1908.

MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Portland, Me., to Georgetown, Me.		\$700		\$700	\$100	3			
Wood Island, Me., to Boston, Mass.		400		400		4			
Lynn, Mass., to Portland, Me.		1,000		1,000		1			
Somes Sound, Me., to Baltimore, Md.	Stone.....	8,000	\$35	8,035		7			
Martinsville, Me., to Rockland, Me.		800		800	5	2			
Adrift.....		400		400		3			
Fishing trip.....		400		400		3			
Marblehead, Mass., to Gardiner, Me.		600		600		3		3	3
Cutler, Me., to Eastport, Me.	Fish.....	100	50	150		2			
Adrift.....	Lobsters.....	500	100	600		1			
Fishing trip.....	Fish.....	27,000	2,000	29,000	250	18			
Marblehead, Mass., to Portsmouth, N. H.		500		500		1		1	1
Pleasure trip.....		170		170	35	5			
Adrift.....	Household goods.	900	100	1,000		3			
Portland, Me., to Bangor, Me.		9,000		9,000	100	5			
Pleasure trip.....		400		400		18			
do.....		400		400		3			
Machias, Me., to Portland, Me.	Gravel.....	900	140	1,040		4			
Pleasure trip.....		3,000		3,000		4			
do.....		400		400		1			
Fishing trip.....	Fish.....	200	50	250		2		2	2
Rockland, Me., to Boston, Mass.	Wreckage.....	4,500	5,500	10,000		3			
Parted moorings.....		700		700					
St. Martins, N. B., to Boston, Mass.	Piling.....	3,000	1,400	4,400	50	5			
Windsor, N. S., to Philadelphia, Pa.	Lumber.....	10,000	3,000	13,000	300	6			
St. John, N. B., to New York City.	do.....	2,000	6,000	8,000		5			
Annapolis, N. S., to Porto Rico.	do.....	4,800	4,000	8,800	1,000	7			
Sunk at wharf.....		400		400					
Rockland, Me., to Rackliff Island.		50		50		4		4	4
In harbor.....		250		250	250	2			
Port Clyde, Me., to Rockland, Me.		8,000		8,000		5			
Parted mooring.....		125		125	125				
Machias, Me., to Eastport, Me.	Wood.....	300	350	1,350		3			
St. John, N. B., to New Bedford, Mass.	Lumber.....	1,000		1,000					
New York to St. John, N. B.		8,000	4,000	12,000	4,000	6		6	12
Adrift.....		12,000		12,000	75	8			
Fishing trip.....		600		600		2			
do.....		450		450		2			
		7,000		7,000	7,000	14			
Boston, Mass., to St. John, N. B.	Pottery.....	6,000	500	6,500	6,500	4			
Eastport, Me., to Jonesport, Me.	Clams.....	5,000	300	5,300		3			
Eastport, Me., to Boston, Mass.	General.....	15,000	5,000	20,000	2,500	18			
Portsmouth, N. H., to Brunswick, Ga.		25,000		25,000	7,000	8		3	3

Table of casualties, season

DISTRICT NO. 1.—EMBRACING COASTS OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
Jan. 28	Cranberry Islands.....	6 mi. SSW....	Sc. Perry C (Br.)	332	Parrsboro, N. S...
Feb. 1	Portsmouth Harbor...	1 mi. N. $\frac{1}{2}$ W..	Sc. Pythian.....	69	Gloucester, Mass..
Feb. 4	Cranberry Islands.....	6 mi. W.....	Gas. slp. Oceanus.....		Cranberry Island, Me.
Feb. 5	do.....	3 mi. NW.....	Sc. Annie R. Lewis.....	216	New London, Conn.
Feb. 6	Portsmouth Harbor...	1 mi. N. $\frac{1}{2}$ E..	Sc. Mattie D. Brundage...	71	Boston, Mass.....
Mar. 1	Burnt Island.....	$3\frac{1}{2}$ mi. NNE....	Slp., no name.....		Burnt Island, Me..
Mar. 6	Portsmouth Harbor...	$3\frac{1}{2}$ mi. S. by W.	Sc. Charlie A. Sproul.....	68	Mt. Desert Ferry, Me.
Mar. 25	Hunniwells Beach.....	6 mi. SSW....	Slp., no name.....		Bath, Me.....
Mar. 27	White Head.....	$1\frac{1}{2}$ mi. NE.....	Gas. slp. Klondike.....		Sprucehead, Me..
Apr. 1	Damiscove Island.....	1 mi. SSW....	Slp. Addie G.....		New Harbor, Me..
Apr. 19	Rye Beach and Hampton Beach.	$2\frac{1}{2}$ mi. SW. by W. of Rye Beach Station.	Gas. lch., no name.....		Annisquam, Mass.
May 1	Damiscove Island.....	$1\frac{1}{2}$ mi. SE.....	Sc. Bessie A (Br.).....	96	Parrsboro, N. S...
May 1	Fletchers Neck.....	$1\frac{1}{2}$ mi. N.....	Sc. Margie Smith.....	61	Gloucester, Mass..
May 5	Great Wass Island.....	10 mi. NW.....	Sc. Modoc.....	189	Machias, Me.....
May 7	Hunniwells Beach.....	4 mi. SE.....	Gas. lch., no name.....		Phippsburg, Me...
May 11	White Head.....	4 mi. ESE.....	Sc. Penobscot.....	358	Belfast, Me.....
May 18	Portsmouth Harbor...	1 mi. N. $\frac{1}{2}$ E...	Sc. Vere B. Roberts (Br.)..	149	Parrsboro, N. S...
May 23	Cranberry Islands.....	$\frac{1}{2}$ mi. SSE.....	Sc. Cosmos.....	47	Southwest Harbor, Me.
May 23	White Head.....	$1\frac{1}{2}$ mi. NE.....	Sc. Abbie S. Walker.....	190	Vinalhaven, Me...
May 31	Hunniwells Beach.....	$\frac{1}{2}$ mi. ENE.....	Catboat Sea Foam.....		Bath, Me.....
June 24	Portsmouth Harbor...	$1\frac{1}{2}$ mi. NW.....	Str. M. Mitchell Davis.....	85	Portsmouth, N. H.
June 29	Hunniwells Beach.....	$\frac{1}{2}$ mi. E. by N.	Gas. lch. Red Rover.....		Georgetown, Me...
June 29	do.....	1 mi. ESE.....	Sc. Woodward Abrahams..	744	Boston, Mass.....
	Total.....				

For summary of the foregoing table see page 14.

DISTRICT No. 2.—EMBRACING COAST

July 5	Chatham.....	$\frac{1}{2}$ mi. ESE.....	Gas. lch., no name.....		Chatham, Mass...
July 7	City Point.....	1 mi. E.....	Gas. yt. Palm.....	33	Boston, Mass.....
July 7	do.....	$1\frac{1}{2}$ mi. NE.....	Slp. Shamrock.....		do.....
July 10	do.....	$\frac{3}{4}$ mi. SE.....	Gas. lch. Jack.....		do.....
July 12	do.....	$\frac{1}{2}$ mi. N.....	Slp. Nan.....		do.....
July 15	do.....	50 yds. NW.....	Gas. yt. Hazel.....	26	do.....
July 20	do.....	$\frac{1}{2}$ mi. NE.....	Gas. lch. Natma.....		do.....
July 20	do.....	$\frac{1}{2}$ mi. E.....	Gas. lch., no name.....		do.....
July 21	do.....	100 yds. W.....	Slp. yt. Sadie B.....		do.....
July 21	do.....	3 mi. SE.....	Catboat Solitaire.....		do.....
July 21	do.....	$\frac{1}{2}$ mi. SW.....	Gas. lch. Kalitan.....		do.....
July 21	do.....	$\frac{1}{2}$ mi. NW.....	Slp., no name.....		do.....
July 23	do.....	$\frac{1}{2}$ mi. SE.....	Gas. lch. Hattie D.....		do.....
July 23	do.....	2 mi. SE.....	Gas. lch. Mary K.....		do.....
July 26	do.....	$\frac{1}{2}$ mi. N. by W.	Slp. yt. Thialfi.....	8	do.....
July 28	do.....	$2\frac{1}{2}$ mi. ENE.....	Gas. lch. Lillie S.....		do.....
July 31	do.....	1 mi. SW.....	Slp. Edith.....		do.....
Aug. 1	Highland.....	$\frac{3}{4}$ mi. ESE.....	Str. Ocean View.....	45	Portland, Me.....
Aug. 2	Wood End.....	1 mi. E.....	Slp. Saladin.....		Beverly, Mass....
Aug. 4	City Point.....	800 yds. SW....	Sailboat, no name.....		Boston, Mass.....

of 1908—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fall River, Mass., to Parrsboro, N. S.	.....	\$15,000	.....	\$15,000	\$15,000	6	.....	.....	.....
Fishing trip.....	.....	8,000	.....	8,000	3,800	13	.....	.....	.....
In home port.....	.....	1,000	.....	1,000	300	.....	.....	.....	.....
New York to Somerville, Me.	Coal.....	6,000	\$1,700	7,700	1,000	6	.....	.....	.....
Fishing trip.....	.....	10,000	.....	10,000	.....	12	.....	.....	.....
Cushing, Me., to Burnt Island, Me.	.....	500	.....	500	.....	8	.....	.....	.....
Boston, Mass., to Bar Harbor, Me.	Fuel oil and cement.	900	2,000	2,900	1,000	4	.....	.....	.....
Bath, Me., to Brunswick, Me.	.....	600	.....	600	.....	2	.....	.....	.....
Sunk at moorings.....	.....	200	.....	200	10	.....	.....	.....	.....
Fishing trip.....	Fish, etc.	400	100	500	.....	3	.....	.....	.....
Portland, Me., to Annisquam, Mass.	.....	800	.....	800	.....	2	.....	.....	.....
Port Treville, N. S., to Salem, Mass.	Lumber..	3,000	2,500	5,500	4,500	4	.....	4	20
Gloucester, Mass., fishing trip.	.....	3,000	.....	3,000	200	14	.....	12	12
Addison, Me., to New York City.	Piling.....	2,000	800	2,800	150	6	.....	.....	.....
Fishing trip.....	.....	50	.....	50	.....	1	.....	.....	.....
Rockland, Me., to Long Cove, Me.	.....	12,000	.....	12,000	12,000	5	.....	.....	.....
Weymouth, N. S., to New York City.	Laths.....	9,000	1,400	10,400	.....	7	.....	.....	.....
Fishing grounds to Southwest Harbor, Me.	Fish.....	800	250	1,050	800	10	.....	.....	.....
Sprucehead, Me., to Rockland, Me.	.....	4,500	.....	4,500	.....	6	.....	.....	.....
Sunk at moorings.....	.....	200	.....	200	.....	1	.....	.....	.....
Portsmouth to Kittery, Me.	.....	18,000	.....	18,000	.....	5	.....	.....	.....
On pleasure trip.....	.....	1,200	.....	1,200	.....	1	.....	.....	.....
Jacksonville, Fla., to Bath, Me.	Lumber..	14,000	12,000	26,000	300	8	.....	.....	.....
.....	.....	281,095	53,275	334,370	68,350	322	.....	35	57

OF MASSACHUSETTS.

Pleasure trip.....	.....	\$1,500	.....	\$1,500	\$50	2	.....	.....	.....
do.....	.....	10,000	.....	10,000	.....	2	.....	.....	.....
do.....	.....	150	.....	150	.....	6	.....	.....	.....
do.....	.....	400	.....	400	.....	2	.....	.....	.....
Capsized.....	.....	100	.....	100	.....	1	.....	.....	.....
On fire at moorings.....	.....	7,000	.....	7,000	50	.....	.....	.....	.....
Cruising.....	.....	4,000	.....	4,000	25	.....	.....	.....	.....
do.....	.....	150	.....	150	.....	4	.....	.....	.....
Pleasure trip.....	.....	700	.....	700	25	16	.....	.....	.....
do.....	.....	700	.....	700	10	4	.....	.....	.....
Cruising.....	.....	500	.....	500	15	5	.....	.....	.....
Capsized.....	.....	50	.....	50	.....	1	.....	.....	.....
Adrift.....	.....	900	.....	900	.....	9	.....	.....	.....
Pleasure trip.....	.....	600	.....	600	.....	6	.....	.....	.....
Parted moorings.....	.....	2,500	.....	2,500	.....	.....	.....	.....	.....
Adrift.....	.....	900	.....	900	.....	41	.....	.....	.....
do.....	.....	100	.....	100	.....	.....	.....	.....	.....
Fishing trip.....	.....	4,000	.....	4,000	.....	8	.....	.....	.....
Nantucket, Mass., to Provincetown, Mass.	.....	1,000	.....	1,000	.....	5	.....	.....	.....
Capsized.....	.....	15	.....	15	.....	3	.....	.....	.....

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Aug. 4	Race Point.....	400 yds. N....	Sc. Albert Geiger.....	56	Gloucester, Mass..
Aug. 6	Plum Island.....	2½ mi. E....	Gas. lch. Agawan.....		Ipswich, Mass.....
Aug. 8	Point Allerton.....	2½ mi. NW....	Str. Brewster (Ger.).....	1,517	Hamburg, Germany.
Aug. 10	Newburyport.....	½ mi. NNE....	Gas. lch., no name.....		Newburyport, Mass.
Aug. 13	Wood End.....	1½ mi. SE....	Sc. Jennie Costa.....	130	Provincetown, Mass.
Aug. 13	do.....	1½ mi. SE....	Sc. Julia Costa.....	107	do.....
Aug. 13	do.....	½ mi. NW....	Sc. Margie Smith.....	61	Gloucester, Mass.
Aug. 13	Highland.....	2½ mi. W....	Slp. Hermes.....		Boston, Mass.....
Aug. 16	Gloucester.....	1½ mi. NE....	Slp. Dorchon.....		Dorchester, Mass.
Aug. 17	Nahant.....	2½ mi. S....	Sc. Etta B. Rich.....	9	Boston, Mass.....
Aug. 18	Brant Rock.....	2 mi. N....	Gas. lch., no name.....		North River, Mass.
Aug. 20	Wood End.....	2 mi. SW....	Gas. lch. Julia S.....		Hull, Mass.....
Aug. 21	Race Point.....	1½ mi. SW. by W.	Gas. sc. Gerfalcon.....	23	Boston, Mass.....
Aug. 21	Cuttyhunk.....	½ mi. WNW....	Slp. Little Haste.....		Bristol, R. I.....
Aug. 23	Point Allerton.....	2 mi. NW....	Sc. Alcina.....	81	Boston, Mass.....
Aug. 23	Fourth Cliff.....	¾ mi. N....	Gas. lch. Patsy.....		do.....
Aug. 23	do.....	½ mi. N....	Gas. lch., no name.....		do.....
Aug. 25	Plum Island.....	1½ mi. NW....	Gas. lch. High Ball.....		Annisquam, Mass.
Aug. 25	City Point.....	½ mi. NNE....	Slp. yt. Hera.....	15	Boston, Mass.....
Aug. 25	do.....	3¼ mi. SE....	Gas. lch. Ida.....		do.....
Aug. 25	do.....	½ mi. NW....	Slp. Hester.....		do.....
Aug. 25	Point Allerton.....	1 mi. WNW....	Slp. Edna.....		Quincy, Mass.....
Aug. 26	City Point.....	1 mi. S. by W.	Gas. lch. Lydia Bell.....		Boston, Mass.....
Aug. 27	Newburyport.....	½ mi. N....	Sc. bge. Devon.....	724	Perth Amboy, N.J.
Aug. 28	City Point.....	3 mi. S....	Gas. lch. Arrow.....		Boston, Mass.....
Sept. 1	Fourth Cliff.....	¾ mi. N....	Gas. lch., no name.....		do.....
Sept. 2	Salisbury Beach.....	2 mi. NE....	Gas. lch. Emma M.....		Haverhill, Mass.....
Sept. 11	City Point.....	300 yds. N....	Ywl. Ebisu.....		Boston, Mass.....
Sept. 11	Wood End.....	1 mi. NW....	Se. Annie Perry.....	116	Provincetown, Mass.
Sept. 11	Peaked Hill Bars.....	¼ mi. E....	Sc. Smuggler.....	119	Gloucester, Mass..
Sept. 12	Race Point.....	350 yds. NW....	Sc. yt. Chanticleer.....	108	Chicago, Ill.....
Sept. 15	City Point.....	½ mi. NW....	Gas. lch. Osceola.....		Boston, Mass.....
Sept. 17	do.....	½ mi. N. by E.	Catboat, no name.....		do.....
Sept. 18	Gay Head and Cuttyhunk.....	2½ mi. NW. Gay Head Station.	Sc. Susie H. Davidson.....	546	New York City...
Sept. 18	do.....	do.....	Sc. Horace A. Stone.....	1,376	Bangor, Me.....
Sept. 19	Cuttyhunk.....	275 yds. N....	Catboat, no name.....		Cuttyhunk, Mass..
Sept. 22	Muskeget.....	1½ mi. SW....	Catboat Margie.....	11	Nantucket, Mass..
Sept. 23	City Point.....	¾ mi. NNW....	Slp. Tartar.....	12	Boston, Mass.....
Sept. 24	do.....	mi. S. by W.	Small bt. Hinkee Dee.....		do.....
Sept. 24	do.....	mi. N. ½ E....	Slp. Doris.....		do.....
Sept. 24	do.....	mi. E....	Slp. Gertrude A.....		do.....
Sept. 24	do.....	mi. N....	Slp. Boreas.....		do.....
Sept. 25	do.....	mi. S....	Gas. lch., no name.....		do.....
Sept. 25	Gurnet.....	¾ mi. E....	do.....		Plymouth, Mass..
Sept. 26	Monomoy.....	4½ mi. SE. ½ S.	Slp. yt. Gypsey.....		Bridgeport, Conn..
Sept. 26	Monomoy Point.....	1 mi. E. ½ S....	Se. Edward R. Baird, jr..	279	Seaford, Del.....
Sept. 27	Brant Rock.....	2 mi. N....	Slp., no name.....		Boston, Mass.....
Sept. 27	Gurnet.....	4 mi. N....	Slp. yt. Keewayden.....	5	do.....
Sept. 29	Gloucester.....	1 mi. SE. by S.	Slp., no name.....		Gloucester, Mass..
Sept. 29	City Point.....	mi. WSW....	Slp. Winnie.....		Boston, Mass.....
Sept. 29	do.....	mi. N. by E....	Slp. Polly.....		do.....
Sept. 29	do.....	mi. NE....	Gas. lch. Madelon.....		do.....
Sept. 29	do.....	mi. N. by E....	Slp. Crickett.....		do.....
Sept. 29	do.....	do.....	Slp. Nalad.....		do.....

of 1908—Continued.

MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....		\$5,000		\$5,000		18			
do.....		300		300		6			
Jamaica, W. I., Boston, Mass.....	Bananas..	130,000	\$20,000	150,000	\$15,000	38			
Adrift.....		150		150		2			
Boston, Mass., to Provincetown, Mass.....		17,000		17,000		24			
do.....		7,000		7,000		22			
Fishing trip.....		4,000		4,000		1			
Boston, Mass., to New York City.....		1,200		1,200		2			
Gloucester, Mass., to Annisquam, Mass.....		300		300		1			
Dragged anchors.....		600		600		4			
Pleasure trip.....		250		250		2			
Provincetown, Mass., to Hull, Mass.....		3,000		3,000		4			
New York City to Boston, Mass.....		3,000		3,000		3			
Dragged anchors.....		2,000		2,000					
Fishing trip.....		8,000		8,000		18			
North River, Mass., to Scituate, Mass.....		350		350		1			
Cruising.....		200		200		4			
Newburyport, Mass., to Annisquam, Mass.....		1,800		1,800		8			
Cruising.....		1,500		1,500		16			
Fishing trip.....		600		600		7			
Dragged anchors.....		150		150		7			
Pleasure trip.....		500		500		5			
Adrift.....		350		350					
Perth Amboy, N. J., to Newburyport, Mass.....	Coal.....	15,000	7,000	22,000		4			
Pleasure trip.....		275		275		3			
Cruising.....		300		300		3			
Pleasure trip.....		500		500		4			
Dragged anchor.....		1,200		1,200					
Boston, Mass., to Provincetown, Mass.....		8,000		8,000		23			
Fishing trip.....		8,000		8,000		17			
Provincetown, Mass., to Bristol, R. I.....		50,000		50,000		16			
Dragged anchor.....		3,000		3,000					
do.....		100		100					
Salem, Mass., to Philadelphia, Pa.....	Coal.....	15,000	4,500	19,500	1,500	7			
Philadelphia, Pa., to Portland, Me.....	do.....	70,000	6,000	76,000	450	10			
Capsized.....		10		10					
Cruising.....		1,500		1,500		2			
Dragged anchors.....		700		700		6			
Parted moorings.....		90		90					
do.....		100		100					
do.....		200		200					
Dragged anchor.....		500		500					
Adrift.....		150		150		2			
Pleasure trip.....		400		400		2			
Boston, Mass., to Bridgeport, Conn.....		6,000		6,000	100	2			
Sullivan, Me., to New York City.....	Stone.....	16,000	1,800	17,800	1,500	8		8	8
Fishing trip.....		500		500		1			
do.....		600		600		1			
Dragged anchor.....		75		75	75				
Adrift.....		175		175					
Dragged anchor.....		800		800		1			
do.....		5,000		5,000		1			
do.....		1,200		1,200		1			
Parted mooring.....		800		800		6			

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Sept. 29	City Point.....	$\frac{3}{4}$ mi. N. by E.	Slp. Iris.....		Boston, Mass.....
Sept. 29	Cuttyhunk.....	$3\frac{1}{2}$ mi. E. by N.	Slp. Champ.....		Salem, Mass.....
		$\frac{1}{2}$ N.			
Oct. 2	Gurnet.....	$\frac{3}{4}$ mi. SSW.....	Sailboat, no name.....		Plymouth, Mass.....
Oct. 2	Wood End.....	$\frac{1}{4}$ mi. E.....	Sc. Bessie (Br.).....	90	Plympton, N. S.....
Oct. 4	City Point.....	$\frac{1}{2}$ mi. N. by W.	Slp. Izeyl.....		Boston, Mass.....
Oct. 4	do.....	$\frac{1}{2}$ mi. SW.....	Slp. Hawk.....		do.....
Oct. 6	Nahant.....	$\frac{1}{2}$ mi. SW.....	Nph. lch., no name.....		South Boston, Mass.....
Oct. 6	Gurnet.....	2 mi. WSW.....	Gas. lch., no name.....		Plymouth, Mass.....
Oct. 6	Monomoy Point.....	Bearses Shoal.....	Bk. Freeman.....	1,197	Boston, Mass.....
Oct. 7	City Point.....	$\frac{1}{2}$ mi. N.....	Gas. lch. Boar.....		do.....
Oct. 7	do.....	do.....	Gas. lch. Peerless.....		do.....
Oct. 7	Monomoy and Monomoy Point.....	$9\frac{1}{2}$ mi. WNW of Monomoy Station.....	Sc. Charlotte T. Sibley.....	376	Belfast, Me.....
Oct. 8	City Point.....	$\frac{1}{2}$ mi. N. by E.	Sc. Marie.....		Boston, Mass.....
Oct. 8	do.....	$\frac{1}{2}$ mi. N. by E.	Gas. lch. Idle Hour.....		do.....
Oct. 8	do.....	$\frac{1}{2}$ mi. N.....	Ywl. Eibus.....		do.....
Oct. 8	do.....	do.....	Slp. Tokalon.....		do.....
Oct. 8	do.....	do.....	Gas. lch. Boar.....		do.....
Oct. 8	do.....	300 yds. NE.....	Slp. Tanarana.....		do.....
Oct. 8	do.....	$\frac{1}{2}$ mi. N. by W.	Slp. Izeyl.....		do.....
Oct. 8	do.....	$\frac{1}{2}$ mi. N. by W.	Ywl. yt. Tangent.....	10	Machias, Me.....
Oct. 8	do.....	$\frac{1}{2}$ mi. N. by E.	Slp. Carlin.....		Boston, Mass.....
Oct. 8	Chatham.....	$2\frac{1}{2}$ mi. SE.....	Sc. S. H. Sawyer.....	107	Machias, Me.....
Oct. 9	Newburyport.....	$\frac{1}{2}$ mi. NNW.....	Sc. Newell B. Hawes.....	89	Boston, Mass.....
Oct. 9	City Point.....	$\frac{1}{2}$ mi. SE.....	Slp. Vera.....		do.....
Oct. 11	Salisbury Beach.....	$\frac{1}{2}$ mi. S.....	Gas. lch. Josephine.....		Newburyport, Mass.....
Oct. 12	Point Allerton.....	Rams Head Bar.....	Sc. Annie Perry.....	116	Provincetown, Mass.....
Oct. 18	Cuttyhunk.....	$\frac{1}{2}$ mi. WNW.....	Gas. lch. Stantic.....		Providence, R. I.....
Oct. 19	Muskeget.....	$\frac{3}{4}$ mi. ENE.....	Small boat, no name.....		do.....
Oct. 22	Gay Head.....	$\frac{4}{5}$ mi. E.....	Sc. Mary and Bell.....	30	Providence, R. I.....
Oct. 23	Point Allerton.....	$\frac{1}{2}$ mi. NE.....	Sc. Varuna.....	90	Boston, Mass.....
Oct. 26	Newburyport.....	$\frac{1}{2}$ mi. E.....	Small boat, no name.....		Salisbury, Mass.....
Oct. 30	City Point.....	$\frac{3}{4}$ mi. SE.....	Gas. lch. Birita.....		Boston, Mass.....
Oct. 30	Nauset.....	$\frac{3}{4}$ mi. SE.....	Sc. Chester R. Lawrence.....	123	Rockport, Me.....
Oct. 31	Monomoy Point.....	Shovelful Shoal.....	Str. Charles F. Mayer.....	1,218	Baltimore, Md.....
Nov. 1	do.....	do.....	Str. Garibaldi (Nor.).....	466	Bergen, Norway.....
Nov. 3	City Point.....	$\frac{1}{2}$ mi. E.....	Slp. Owaissa.....		Boston, Mass.....
Nov. 3	do.....	$\frac{1}{2}$ mi. NW.....	Slp. Vim.....		do.....
Nov. 3	do.....	do.....	Slp. Natalie.....		do.....
Nov. 4	Race Point and Wood End.....	$\frac{1}{2}$ mi. W. of Race Point Station.....	Sc. Ellen C. Burke.....	92	do.....
Nov. 5	Point Allerton.....	$\frac{2}{3}$ mi. NW.....	Sc. Raymah.....	140	do.....
Nov. 6	City Point.....	$\frac{1}{2}$ mi. NW.....	Slp. yt. Marie.....		do.....
Nov. 6	do.....	do.....	Slp. yt. Vandal.....	18	do.....
Nov. 7	do.....	$\frac{1}{2}$ mi. NNE.....	Slp. yt. Hypatia.....	12	do.....
Nov. 9	Wood End.....	$\frac{1}{2}$ mi. NW.....	Gas. lch., no name.....		Provincetown, Mass.....
Nov. 9	Coskata.....	$\frac{3}{4}$ mi. SE.....	Gas. lch., Gypsy Maid.....	9	Nantucket, Mass.....
Nov. 10	Race Point.....	$\frac{3}{4}$ mi. NW.....	Gas. lch., no name.....		Provincetown, Mass.....
Nov. 10	Monomoy Point.....	$\frac{1}{2}$ mi. E. by S.	Bkn. Emma R. Smith (Br.).....	392	Windsor, N. S.....
Nov. 23	Gurnet.....	Browns Island Shoal.....	Sc. Lucy E.....	26	Provincetown, Mass.....
Nov. 23	Monomoy Point.....	$\frac{1}{2}$ mi. SW.....	Gas. lch., no name.....		Chatham, Mass.....
Nov. 25	Plum Island.....	$\frac{3}{4}$ mi. SSW.....	Sc. Newell B. Hawes.....	89	Boston, Mass.....

of 1908—Continued.

MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Dragged mooring.....		\$500		\$500		1			
Fishing trip.....	Fish.....	600	\$10	610		2			
Adrift.....		125		125					
Plympton, N. S., to Boston, Mass.	Piling.....	1,000	400	1,400		5			
Dragged anchors.....		300		300					
do.....		125		125					
Pleasure trip.....		500		500		5		1	1
Fishing trip.....		300		300					
New York City to Boston, Mass.		18,000		18,000		18			
Dragged anchor.....		700		700					
do.....		400		400					
Stockton, Me., to New York City.	Lumber.....	4,000	8,000	12,000	\$2,000	7			
Parted mooring.....		1,000		1,000	200				
do.....		3,000		3,000	50				
do.....		1,200		1,200		1			
do.....		1,000		1,000					
do.....		700		700					
Dragged anchor.....		400		400					
Parted mooring.....		300		300					
do.....		1,000		1,000					
do.....		1,000		1,000	300				
Gardiner, Me., to Vineyard Haven, Mass.	Lumber.....	800	2,200	3,000	700	2		2	2
Plum Island, Mass., to Boston, Mass.	Sand.....	1,500	150	1,650	75	4			
Parted mooring.....		250		250					
Fishing trip.....		600		600		2			
Boston, Mass., to Provincetown, Mass.		14,000		14,000		20			
Parted line and stranded.....		2,000		2,000		6			
Nantucket, Mass., to Muskeget Island, Mass.		55		55		1			
New Bedford, Mass., to Menemsha Creek, Mass.	Coal.....	400	300	700		2			
Out for a tow.....		9,000		9,000		6			
Adrift.....		35		35		1			
Parted chain and stranded.....		350		350					
Rockport, Me., to New York City.	Lime.....	3,000	2,300	5,300	250	4			
Boston, Mass., to Baltimore, Md.		80,000		80,000		21			
Campbelltown, Canada, to New York City.	Lumber.....	55,000	6,000	61,000		15			
Cruising.....		300		300	5	1			
Parted mooring.....		450		450					
Dragged mooring.....		250		250					
Fishing trip.....	Fish.....	7,000	750	7,750		20			
do.....		15,000		15,000		23			
Parted moorings.....		700		700					
do.....		8,000		8,000	350				
do.....		1,500		1,500	450				
On fire.....		300		300	200	2		2	2
Fishing trip.....		3,000		3,000		4			
do.....		175		175		2		2	2
New York City to St. John, N. B.	Coal.....	3,000	4,200	7,200	500	9			
Fishing trip.....		1,300		1,300	1,300	8		8	8
do.....		300		300		1			
Dragged anchors.....	Sand.....	2,000	50	2,050		4			

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Nov. 25	Gloucester.....	$\frac{1}{2}$ mi. N.....	Sc. Cora B. (Br.).....	99	St. John, N. B....
Nov. 30	Newburyport.....	500 yds. NE....	Sc. Lucy E. Friend.....	470	Gloucester, Mass..
Dec. 4	Race Point.....	$1\frac{1}{2}$ mi. E.....	Sc. Harold J. McCarty....	312	Bath, Me.....
Dec. 4	Monomoy Point.....	$4\frac{1}{2}$ mi. E. by S.	Sc. Rebecca Shepherd....	411	Philadelphia, Pa..
Dec. 8	Wood End.....	100 yds. SE....	Sc. Gypsum Emperor (Br.)	744	Windsor, N. S....
Dec. 14	Gurnet.....	Browns Island Shoal.	Sc. Ida M. Silva.....	55	Boston, Mass.....
Dec. 14	Cuttyhunk.....	$\frac{1}{2}$ mi. N.....	Sc. Eliza Jane.....	29	New Bedford, Mass.
Dec. 17	Gurnet.....	$\frac{1}{4}$ mi. WNW ..	Gas. sc. Lucy B. Winsor...	13	Provincetown, Mass.
Dec. 23	Gloucester.....	$\frac{1}{2}$ mi. NE.....	Sc. E. Waterman.....	107	Calais, Me.....
1908.					
Jan. 4	Wood End.....	1 mi. NW.....	Fishboat, no name.....		Provincetown, Mass.
Jan. 6	Coskata.....	$2\frac{1}{2}$ mi. NNW....	Catboat Crusader.....	7	Nantucket, Mass..
Jan. 7	Race Point and Wood End.	$1\frac{1}{2}$ mi. SW. by W. of Race Point Station.	Gas. sc. Buena.....	100	Gloucester, Mass..
Jan. 7	Wood End.....	2 mi. E.....	Fishboat, no name.....		Provincetown, Mass.
Jan. 17	Maddequet.....	2 mi. NNE.....	Gas. lch., no name.....		Nantucket, Mass..
Jan. 24	Point Allerton.....	$2\frac{1}{2}$ mi. NW.....	Fortuna.....	612	New London, Conn.
Jan. 24	Wood End.....	$\frac{1}{2}$ mi. NE.....	Gas. lch. Marguerite.....	13	Gloucester, Mass..
Jan. 27	Newburyport.....	$\frac{1}{2}$ mi. WNW ..	Sailboat, no name.....		Plum Island, Mass.
Jan. 30	Coskata.....	$2\frac{1}{2}$ mi. SSW....	Bgn. Fredericka Schepp...	268	New York.....
Feb. 1	Maddequet.....	$\frac{1}{2}$ mi. N.....	Catboat, no name.....		Nantucket, Mass..
Feb. 13	Straitsmouth.....	$1\frac{1}{2}$ mi. NE. by N.	Str. Dudley Pray.....	215	Boston, Mass.....
Feb. 14	Wood End.....	1 mi. SE.....	Gas. slp. Active.....	14	Provincetown, Mass.
Feb. 16	Peaked Hill Bars.....	$\frac{1}{2}$ mi. WNW ..	Gas. lch., no name.....		do.....
Feb. 22	Race Point.....	2 mi. SW.....	do.....		do.....
Feb. 25	Point Allerton.....	$2\frac{1}{2}$ mi. NNW....	Sc. Yakima.....	108	Boston, Mass.....
Feb. 29	Race Point.....	2 mi. SSW....	Gas. lch. Alice.....		Provincetown, Mass.
Mar. 1	Wood End.....	1 mi. SE.....	Sc. Francis V. Silvia.....	95	do.....
Mar. 2	Point Allerton.....	4 mi. NNW....	Sc. Emily Sears.....	44	Gloucester, Mass..
Mar. 6	do.....	$\frac{1}{2}$ mi. NNW....	Sc. Mooween.....	122	Duxbury, Mass..
Mar. 14	Cuttyhunk and Gay Head.	3 mi. W. by S. $\frac{1}{2}$ W. of Cuttyhunk Station.	Str. Silvia (Br.).....	1,708	Liverpool, Eng....
Mar. 30	Gloucester.....	$\frac{1}{2}$ mi. NE.....	Small boat, no name.....		Gloucester, Mass..
Apr. 2	Muskeget.....	1 mi. SSE.....	Catboat Margie.....	11	Nantucket, Mass..
Apr. 5	Salisbury Beach.....	2 mi. SE.....	Gas. lch., no name.....		Newburyport, Mass.
Apr. 5	Coskata.....	$2\frac{1}{2}$ mi. NNE....	Sc. Ruth.....	89	New London, Conn.
Apr. 11	Gloucester.....	2 mi. SE.....	Slp., no name.....		Gloucester, Mass..
Apr. 14	Cuttyhunk.....	$\frac{1}{2}$ mi. WNW ..	Gas. lch. Helen.....		Cuttyhunk, Mass..
Apr. 15	Gloucester.....	1 mi. NE.....	Gas. lch. Alice W.....		Gloucester, Mass..
Apr. 16	Plum Island and Gloucester.	$7\frac{1}{2}$ mi. SSE of Plum Island Station.	Sc. Gatherer.....	95	Boston, Mass.....
Apr. 20	Gloucester.....	$\frac{1}{2}$ mi. SE.....	Gas. lch., no name.....		Beverly, Mass....

of 1908—Continued.

MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor, afforded.
Boston, Mass., to Port Wade, N. S.	Merchandise.	\$2,000	\$500	\$2,500	\$2,425	5	...	5	10
Newport News, Va., to Newburyport, Mass.	Coal.....	15,000	3,000	18,000	.....	7	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	do.....	10,000	2,000	12,000	.....	7	.....	.....	.....
St. George, N. Y., to Lynn, Mass.	do.....	5,600	1,800	7,400	7,400	7	.....	7	21
Westbury, N. S., to New York City.	Gypsum rock.	10,000	4,000	14,000	.....	8	.....	.....	.....
Gloucester, Mass., to Plymouth, Mass.	.....	6,500	.....	6,500	3,205	13	.....	13	26
Parted moorings.....	.....	1,000	.....	1,000	.....	2	.....	.....	.....
Fishing trip.....	Fish.....	2,000	30	2,030	.....	3	.....	.....	.....
Dragged anchors.....	Coal.....	1,500	855	2,355	300	5	.....	.....	.....
Fishing trip.....	Fish.....	600	10	610	10	2	.....	.....	.....
Nantucket, Mass., to Great Point Light Station.	.....	1,000	.....	1,000	.....	6	.....	1	1
On fishing trip.....	Fish.....	13,000	150	13,150	13,000	17	.....	17	17
Provincetown, Mass., to Long Point, Mass.	Brick.....	400	30	430	.....	1	.....	1	1
Nantucket, Mass., to Mad-dequet, Mass.	.....	500	.....	500	.....	1	.....	1	1
Newburyport, Mass., to Boston, Mass.	.....	19,000	.....	19,000	14,000	7	.....	.....	.....
Lying at mooring.....	.....	2,000	.....	2,000	.....	5	.....	5	5
Plum Island, Mass., to Newburyport, Mass.	.....	20	.....	20	.....	1	.....	.....	.....
New York to Vinalhaven, Me.	Coal.....	8,000	1,000	9,000	5,000	9	.....	1	5
Fast in drift ice.....	.....	50	.....	50	.....	.....	.....	.....	.....
Portsmouth, N. H., to Boston, Mass.	.....	50,000	.....	50,000	40,000	11	.....	.....	.....
Fishing trip.....	.....	1,800	.....	1,800	.....	3	.....	.....	.....
do.....	Trawls.....	500	10	510	.....	2	.....	2	2
do.....	do.....	250	.....	250	.....	2	.....	.....	.....
Fishing Banks to Boston, Mass.	Fish.....	12,000	1,400	13,400	.....	20	.....	.....	.....
Fishing trip.....	.....	400	.....	400	75	2	.....	.....	.....
Fishing grounds to Provincetown, Mass.	.....	10,000	.....	10,000	.....	21	.....	.....	.....
Fishing trip.....	Fish.....	700	300	1,000	500	12	.....	.....	.....
do.....	do.....	12,000	3,000	15,000	.....	18	.....	.....	.....
New York to St. Johns, N. F.	General..	100,000	122,285	222,285	222,285	74	.....	38	43
In harbor.....	.....	10	.....	10	.....	3	.....	.....	.....
Nantucket, Mass., fishing trip.	.....	1,500	.....	1,500	.....	4	.....	.....	.....
Fishing trip to Newburyport, Mass.	.....	450	.....	450	.....	2	.....	1	1
South Amboy, N. J., to Nantucket, Mass.	Coal.....	3,000	600	3,600	.....	2	.....	.....	.....
Fishing grounds to Gloucester, Mass.	Fish, etc..	200	20	220	15	2	.....	.....	.....
Cruising.....	.....	800	.....	800	.....	2	.....	.....	.....
Lying at mooring.....	.....	375	.....	375	.....	.....	.....	.....	.....
Essex, Mass., to Boston, Mass.	Sand.....	2,000	160	2,160	250	5	.....	.....	.....
Beverly, Mass., to Gloucester, Mass.	.....	400	.....	400	.....	3	.....	3	3

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
Apr. 21	Chatham.....	2 mi. E.....	Rowboat, no name.....		Chatham, Mass....
Apr. 23	Monomoy Point.....	1½ mi. SW. by W.	Sc. Abbie & Eva.....	321	Boston, Mass.....
Apr. 24	Gay Head.....	1 mi. W.....	Nph. lch., no name.....		.....
Apr. 25	Point Allerton.....	2 mi. NNW...	Sc. Bradford C. French....	968	Boston, Mass.....
Apr. 26	Straitsmouth.....	3 mi. S.....	Gas. lch. Ralph.....		Rockport, Mass...
Apr. 29	Gay Head.....	6½ mi. N. by E.	Str. Katahdin.....	1,380	New York City...
May 1	do.....	2 mi. NNW...	Sc. Arizona (Br.).....	99	Liverpool, N. S...
May 2	North Scituate.....	2½ mi. N.....	Gas. lch., no name.....		Cohasset, Mass...
May 2	Fourth Cliff.....	½ mi. S.....	do.....		Scituate, Mass...
May 10	Newburyport.....	1 mi. NE.....	do.....		Newburyport, Mass.
May 10	City Point.....	½ mi. SE.....	Rowboat, no name.....		Boston, Mass.....
May 10	do.....	¾ mi. ESE.....	Ywl. Margaret.....		do.....
May 10	do.....	3½ mi. SE.....	Gas. lch. Arrow.....		do.....
May 14	Cuttyhunk.....	¼ mi. WNW...	Catboat Hellas.....		New Bedford, Mass.
May 16	City Point.....	500 yds. NE...	Rowboat, no name.....		Boston, Mass.....
May 18	Point Allerton.....	1½ mi. NNW...	Sc. Mattakesett.....	77	do.....
May 23	City Point.....	4 mi. NE.....	Gas. yt. Tramp.....		do.....
May 23	Nauset.....	1 mi. S.....	Sc. Mary L. Crosby.....	487	Belfast, Me.....
May 24	City Point.....	¾ mi. S.....	Gas. lch. Bat.....		Boston, Mass.....
May 27	Newburyport.....	mi. N.....	Gas. lch., no name.....		Newburyport, Mass.
May 29	Coskata.....	1½ mi. E.....	Gas. lch. Little Cathrine..		Provincetown, Mass.
May 29	do.....	do.....	Gas. lch. Jules Dais.....		do.....
May 30	City Point.....	½ mi. NW.....	Slp. Irene.....		Boston, Mass.....
May 30	do.....	1½ mi. N by E.	Gas. lch. Whido.....		do.....
May 30	do.....	½ mi. NNW...	Slp. Snohomis.....		do.....
May 30	do.....	do.....	Slp. yt. Gipsy.....		do.....
May 30	do.....	½ mi. NW.....	Slp. Rival.....		do.....
May 30	do.....	½ mi. SE.....	Gas. lch. Beatrice.....		do.....
May 30	Point Allerton.....	½ mi. S.....	Gas. lch. Saracen.....		Savin Hill, Mass..
May 30	North Scituate.....	2½ mi. S.....	Sc. yt. Clio.....	23	Boston, Mass.....
May 31	City Point.....	¾ mi. NW.....	Gas. lch. Georgie.....		do.....
May 31	Fourth Cliff.....	½ mi. S.....	Gas. lch., no name.....		do.....
June 1	Gloucester.....	1½ mi. SE. ¼ S.	Slp. Mabel.....		Gloucester, Mass.
June 2	City Point.....	½ mi. N.....	Slp. Olive A. Orme.....		Boston, Mass.....
June 2	do.....	½ mi. SW.....	Gas. lch. Oriole.....		do.....
June 2	do.....	½ mi. SW.....	Slp. Virgo.....		do.....
June 6	do.....	½ mi. SE.....	Rowboat, no name.....		do.....
June 7	Fourth Cliff.....	½ mi. N.....	Gas. lch., no name.....		Dorchester, Mass..
June 15	Manomet Point.....	1½ mi. NE.....	do.....		Manomet.....
June 16	City Point.....	½ mi. S.....	Small boat, no name.....		Boston, Mass.....
June 16	do.....	4 mi. SE.....	Gas. yt. Eleanor S.....		do.....
June 17	do.....	½ mi. N. by E.	Gas. lch. Clare.....		do.....
June 19	do.....	½ mi. SE.....	Gas. lch., no name.....		do.....
June 21	do.....	2½ mi. SW.....	Slp. Dolly.....		do.....
June 21	do.....	1½ mi. ESE.....	Sailboat Peggy.....		do.....
June 21	do.....	¾ mi. S.....	Rowboats (2), no names...		do.....
June 24	do.....	½ mi. N.....	Ywl. yt. Tangent.....	10	Machias, Me.....
June 28	do.....	½ mi. NW.....	Sc. yt. Satis.....		Boston, Mass.....
June 28	do.....	½ mi. E. by S.	Gas. lch. Rose Marie.....		do.....

of 1908—Continued.

MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Chatham, Mass., fishing trip.		\$10		\$10		1		1	1
St. John, N. B., to New York City.	Lumber...	5,000	\$3,000	8,000		8			
Vineyard Haven, Mass., to No Mans Land.		1,100		1,100		3			
Beverly, Mass., to Boston, Mass.		18,000		18,000		4			
Rockport, Mass., to Milk Island.		1,200		1,200	\$10	2			
Georgetown, S. C., to Boston, Mass.	Lumber...	100,000	26,000	126,000	21,000	23			
Liverpool, N. S., to Boston, Mass.	do.....	1,000	4,000	5,000		4			
On fishing trip.....	Fish.....	300	5	305		1			
Marshfield, Mass., to Scituate, Mass.		300		300		1			
Newburyport, Mass., pleasure trip.		600		600		9	5	4	4
Pleasure trip.....		20		20		5			
Quincy Bay, Mass., to Neponsett River.		1,000		1,000	30	15			
Quincy Bay, Mass., to City Point, Mass.		350		350		6			
Fishing grounds to Cuttyhunk, Mass.	Lobsters..	500	10	510		2			
City Point, Mass., fishing trip.		20		20		2			
Fishing trip to Boston, Mass.	Fish.....	12,000	1,500	13,500		16			
City Point, Mass., cruising.		8,000		8,000		12			
Frankfort, Me., to New York City.	Granite..	14,000	6,500	20,500	2,000	7		7	21
Cruising.....		450		450		2			
Fishing trip to Newburyport, Mass.		1,000		1,000	150	(a)			
Provincetown, Mass., to Nantucket, Mass.		500		500		2			
do.....		600		600		2			
Lying at mooring.....		300		300					
Cruising.....		1,000		1,000		3			
Lying at mooring.....		800		800					
Parted mooring.....		200		200	30				
Lying at mooring.....		1,650		1,650	25				
Fishing trip to Dorchester, Mass.		600		600		7			
Savin Hill, Mass., to Hingham, Mass.		2,300		2,300		4		4	8
Duxbury, Mass., to Marblehead, Mass.		8,000		8,000		2			
Lying at mooring.....		500		500					
do.....		250		250					
Gloucester, pleasure trip.		100		100	5	3			
Lying at moorings.....		800		800					
Cruising in harbor.....		300		300		1			
Lying at moorings.....		300		300					
Dorchester, Mass., pleasure trip.		10		10		4			
do.....		500		500		10			
Manomet, fishing trip.....		150		150		2			
Fishing trip.....		10		10		7			
Fishing trip to City Point, Mass.		350		350		2			
Nantasket, Mass., to Bay View, Mass.		300		300		4			
Bay View, Mass., to Quincy, Mass.		350		350		1			
Pleasure trip.....		300		300	5	3			
do.....		120		120		2			
do.....		20		20		7			
Lying at moorings.....		1,000		1,000					
do.....		800		800		1			
Deer Island, Mass., to Dorchester, Mass.		300		300	10	9			

Table of casualties, season
DISTRICT NO. 2.—EMBRACING COAST OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908. June 28	do.....	$\frac{1}{2}$ mi. SW.....	Slp. yt. Amero.....	14	City Point.....
June 28	do.....	400 yds. N.....	Slp. yt. Saturn.....	13	do.....
June 30	Plum Island.....	1 mi. W.....	Slp. Pioneer.....		Newburyport, Mass.
	Total.....				

For summary of the foregoing table see p. 15.

DISTRICT No. 3.—EMBRACING COASTS OF

1907.					
July 8	Point Judith.....	$\frac{1}{2}$ mi. S.....	St. yt. Cavalier.....	119	New York City...
July 16	do.....	2 mi. W. by N.	Str. Nada.....	34	do.....
Aug. 14	Fishers Island.....	$1\frac{1}{2}$ mi. N. $\frac{1}{2}$ E..	Bge. Howard H. Logue...	359	do.....
Aug. 14	Block Island.....	$1\frac{1}{2}$ mi. N.....	Slp. Armonal.....		Shelter Island, N. Y.
Aug. 20	Point Judith.....	$\frac{1}{2}$ mi. W.....	Sc. yt. Albatross.....		Providence, R. I...
Sept. 4	Watch Hill.....	$\frac{3}{4}$ mi. S.....	Bge. P. R. R. No. 701...	199	New York City...
Sept. 4	do.....	do.....	Bge. Excelsior.....	518	do.....
Sept. 8	Quonochontaug.....	$2\frac{1}{2}$ mi. S.....	Gas. lch. Patrol.....		Fall River, Mass..
Sept. 8	Watch Hill.....	1 mi. SSW.....	Sc. yt. Elmina.....	135	New Haven, Conn.
Sept. 29	Brenton Point.....	$1\frac{1}{2}$ mi. SE.....	Nph. sc. Laura E. Gamage.	13	New Bedford, Mass.
Oct. 2	Fishers Island.....	$\frac{1}{2}$ mi. N. $\frac{1}{2}$ E..	Gas. lch., no name.....		Stonington, Conn.
Oct. 8	Brenton Point.....	$\frac{1}{2}$ mi. WNW.....	Catboat, no name.....		Newport, R. I.
Oct. 10	Fishers Island.....	$\frac{1}{4}$ mi. SE.....	Sc. Nile.....	87	Rockport, Me.....
Oct. 12	Sandy Point.....	400 yds. NW.....	Slp. Annie.....		New Shoreham, R. I.
Nov. 23	Fishers Island.....	$2\frac{1}{2}$ mi. N. by E.	Gas lch., no name.....		Mystic, Conn.
Nov. 25	New Shoreham.....	$\frac{1}{2}$ mi. SE.....	Sc. Marsala.....	80	Gloucester, Mass..
Dec. 14	Watch Hill and Quo- nochohtaug.	$3\frac{1}{2}$ mi. ENE. of Watch Hill Station.	Str. Hercules.....	955	New York City...
Dec. 14	do.....	3 mi. ENE. of Watch Hill Station.	Bge. Alanson A. Sumner..	240	Albany, N. Y.....
Dec. 14	do.....	do.....	Bge. James E. English....	285	do.....
Dec. 14	do.....	$3\frac{1}{2}$ mi. NE. of Watch Hill Station.	Bge. Elk.....	299	Roundout, N. Y..
Dec. 14	do.....	$2\frac{1}{2}$ mi. ENE. of Watch Hill Station.	Bge. John C. Wyman.....	268	Albany, N. Y.....
Dec. 30	Point Judith.....	2 mi. S.....	Bge. Ida.....	385	Hartford, Conn....
Dec. 30	do.....	150 yds. SE.....	Bge. Jennie.....	382	do.....
1908.					
Jan. 7	Fishers Island.....	$\frac{1}{2}$ mi. S.....	Bge. Julia.....	349	do.....
Jan. 7	do.....	do.....	Bge. Helen.....	388	do.....
May 1	Block Island.....	$3\frac{1}{2}$ mi. N.....	Sc. Victor.....	35	New Bedford, Mass.
May 12	do.....	$\frac{1}{2}$ mi. N.....	Gas. sc. Gazelle.....	34	Newport, R. I.....
May 16	Brenton Point.....	$\frac{1}{2}$ mi. SSW.....	Gas. yt. Shur.....	23	Boston, Mass.....
May 28	do.....	$2\frac{1}{2}$ mi. W. by N	Skiff, no name.....		Newport, R. I.....
May 30	do.....	700 yds. NW.....	Catboat Cora.....		do.....
May 30	New Shoreham.....	$\frac{1}{2}$ mi. N.....	Slp. Eva Alice.....	7	Providence, R. I...
	Total.....				

For summary of the foregoing table see p. 15.

of 1908—Continued.

MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored station.	Day's succor forwarded.
Hull, Mass., to City Point, Mass.		\$1,000	.....	\$1,000	.....	5	.....	.....	.....
Lying at moorings		500	.....	500	.....	13	.....	.....	.....
Ipswich, Mass., to Newburyport, Mass.		200	.....	200	.....	2	.....	.....	.....
.....		1,158,620	\$245,825	1,404,445	\$356,910	1134	5	134	193

RHODE ISLAND AND FISHERS ISLAND.

Block Island, R. I., to Newport, R. I.	.....	\$35,000	.....	\$35,000	.....	19	.....	.....	.....
New York City to Newport, R. I.	.....	15,000	.....	15,000	\$100	7	.....	.....	.....
St. George, N. Y., to Pawtucket, R. I.	Coal.....	7,000	\$4,000	11,000	.....	1	.....	.....	.....
Shelter Island, N. Y., to Block Island, N. Y.	.....	400	.....	400	.....	2	.....	2	2
New Haven, Conn., to Newport, R. I.	.....	4,500	.....	4,500	.....	2	.....	.....	.....
Perth Amboy, N. J., to Providence, R. I.	Coal.....	8,525	2,130	10,655	10,655	1	.....	.....	.....
Port Reading, N. J., to Providence, R. I.	do.....	8,000	3,000	11,000	9,000	2	.....	.....	.....
Adrift.....	.....	800	.....	800	.....	.....	.....	.....	.....
Newport, R. I., to New Haven, Conn.	.....	50,000	.....	50,000	.....	24	.....	.....	.....
Fishing trip.....	Fish.....	1,500	120	1,620	.....	5	.....	.....	.....
Adrift.....	.....	200	.....	200	.....	1	.....	.....	.....
Dragged moorings.....	Fish.....	200	10	210	.....	.....	.....	.....	.....
Sullivan, Me., to Middletown, Conn.	Granite...	800	300	1,100	280	3	.....	.....	.....
Noank, Conn., to Block Island, R. I.	.....	500	.....	500	.....	1	.....	.....	.....
Fishing trip.....	Fish.....	150	10	160	.....	2	.....	.....	.....
Parted cable.....	Fish and salt.	7,000	2,000	9,000	.....	8	.....	.....	.....
Newport, R. I., to New London, Conn.	.....	25,000	.....	25,000	25,000	10	.....	10	12
do.....	.....	3,000	.....	3,000	3,000	3	.....	.....	.....
do.....	.....	6,000	.....	6,000	6,000	2	.....	1	1
do.....	.....	6,000	.....	6,000	6,000	1	.....	.....	.....
do.....	.....	4,000	.....	4,000	4,000	1	.....	1	2
St. George, N. Y., to Newport, R. I.	Coal.....	5,000	2,200	7,200	7,200	1	.....	1	2
South Amboy, N. J., to Fall River, Mass.	do.....	5,000	2,000	7,000	7,000	2	.....	2	4
Newport, R. I., to "Western coal port."	.....	7,000	.....	7,000	500	2	.....	2	4
do.....	.....	7,000	.....	7,000	7,000	1	.....	1	2
New Bedford, Mass., fishing trip.	.....	2,000	.....	2,000	2,000	14	.....	14	14
Block Island, R. I., fishing trip.	Fish.....	7,000	700	7,700	7,700	8	.....	.....	.....
Boston, Mass., to New York City.	.....	10,000	.....	10,000	.....	2	.....	.....	.....
Fishing trip to Newport, R. I.	Lobsters..	35	5	40	5	1	.....	1	3
do.....	do.....	200	20	220	.....	1	.....	.....	.....
Newport, R. I., to Block Island, R. I.	.....	300	.....	300	.....	3	.....	.....	.....
.....	.....	227,110	16,495	243,605	95,440	130	.....	35	46

Table of casualties, season

DISTRICT No. 4.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
July 4	Rockaway Point.....	$\frac{1}{2}$ mi. E.....	Nph. lch., no name.....		Staten Island, N. Y.
July 9	Blue Point.....	$4\frac{1}{2}$ mi. N.....	Catboat Lark.....		Blue Point, N. Y.
July 21	Zachs Inlet.....	$1\frac{1}{2}$ mi. SW.....	Catboat, no name.....		Freeport, N. Y.
July 27	Point of Woods.....	$\frac{1}{2}$ mi. NW.....	Gas. yt. Storm King.....		Patchogue, N. Y.
Aug. 5	do.....	$\frac{1}{2}$ mi. NE.....	Gas. lch. Earlston.....		Great River, N. Y.
Aug. 24	Long Beach.....	3 m. W.....	Catboat Stroller.....		Woodmere, N. Y.
Sept. 8	Oak Island and Fire Island.	$2\frac{1}{2}$ mi. SE. of Oak Island Station.	Slp. yt. Cygnet.....	8	New York City.
Sept. 10	Moriches.....	500 ft. S.....	Sc. Miles M. Merry.....	1,589	Portland, Me.
Sept. 12	do.....	2 mi. NE.....	Catboat Ghost.....		Westhampton, N. Y.
Sept. 18	Eatons Neck.....	500 ft. NW.....	Slp., no name.....		New York City.
Sept. 20	Point of Woods.....	1 mi. NW.....	Catboat, no name.....		Bayport, N. Y.
Sept. 28	Southampton.....	300 yds. E.....	Skiff, no name.....		Southampton, N. Y.
Oct. 8	Point of Woods.....	$\frac{1}{2}$ mi. NNW.....	Scows (2), no names.....		Amityville, N. Y.
Oct. 10	Long Beach.....	$3\frac{1}{2}$ mi. W.....	Catboat Ethel.....		Lawrence, N. Y.
Oct. 11	Point of Woods.....	$\frac{1}{2}$ mi. NW.....	Slp. Sarah Eldert.....	18	New York City.
Nov. 8	Blue Point.....	$\frac{1}{2}$ mi. NW.....	Catboat, no name.....		Far Rockaway, N. Y.
Nov. 8	Jones Beach.....	$\frac{1}{2}$ mi. S.....	Gas. lch., no name.....		New York City.
Nov. 11	Point of Woods.....	1 mi. N.....	Sc. Emily Baxter.....	53	Patchogue, N. Y.
Nov. 19	Bellport, Blue Point, and Smiths Point.	$\frac{1}{2}$ mi. E. of Bellport Station.	Str. Regulus (Br.).....	1,367	St. Johns, N. F.
Nov. 20	Blue Point.....	$\frac{1}{2}$ mi. NW.....	Slp. yt. Alcedo.....	12	Patchogue, N. Y.
Nov. 23	Short Beach.....	2 mi. SW.....	Gas. lch., no name.....		New York City.
Nov. 24	Rockaway.....	$\frac{1}{2}$ mi. NW.....	Scow, no name.....		Bay Shore, N. Y.
Nov. 25	Point of Woods.....	1 mi. W.....	Rowboat, no name.....		New York City.
Nov. 26	Rockaway.....	1 mi. SW.....	Gas. lch. Eliza Rhodes.....	13	Patchogue, N. Y.
Nov. 30	Zachs Inlet.....	$1\frac{1}{2}$ mi. SW.....	Gas. sc. Rebecca M.....	15	Patchogue, N. Y.
Dec. 14	Fire Island.....	$\frac{1}{2}$ mi. NE.....	Yawl No. 28.....		New York City.
Dec. 19	Point of Woods.....	$\frac{1}{2}$ mi. NE.....	Gas lch., no name.....		Bay Shore, N. Y.
Dec. 21	do.....	400 yds. NW.....	Slp., no name.....		Islip, N. Y.
Dec. 29	do.....	$\frac{1}{2}$ mi. NNW.....	Gas. sc. Charles W. Lynde.....	66	Patchogue, N. Y.
Dec. 31	Oak Island and Fire Island.	Fire Island Bar.	Nph. lch. Mavourneen.....	13	New York City.
1908.					
Jan. 4	Lone Hill.....	$\frac{1}{2}$ mi. N.....	Skiff, no name.....		Moriches, N. Y.
Jan. 6	Georgica.....	$1\frac{1}{2}$ mi. SE.....	Gas. lch., no name.....		East Hampton, N. Y.
Jan. 14	Point of Woods.....	1 mi. NW.....	Gas. lch. Louisa O.....	13	Patchogue, N. Y.
Jan. 27	Hither Plain.....	1 mi. W.....	Sc. bge. Matanzas ^a	1,579	Fall River, Mass.
Feb. 1	Bellport, Smiths Point, Blue Point.	2 mi. W Bellport Station.	Bk. Puritan (Br.).....	2,361	Glasgow, Scotland.
Feb. 4	Ditch Plain.....	5 mi. E.....	Str. Winifred (Br.).....	2,794	West Hartlepool, England.
Feb. 13	Point of Woods.....	2 mi. W.....	Slp., no name.....		Bay Shore, N. Y.
Feb. 13	Jones Beach and Zachs Inlet.	$\frac{1}{2}$ mi. SE Jones Beach Station.	Str. Roda (Br.).....	2,516	London, England.
Feb. 15	Forge River.....	$\frac{3}{4}$ mi. SW.....	Sc. Howard B. Peck.....	472	New Haven, Conn.
Mar. 2	Jones Beach.....	1 mi. SW.....	Str. Coamo.....	4,384	Bath, Me.
Mar. 19	Fire Island.....	1 mi. NW.....	Slp. J. H. Still.....	29	Patchogue, N. Y.

^a Abandoned.

of 1908—Continued.

COAST OF LONG ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$600		\$600		1			
Capsized.....		50		50		1			
Pleasure trip.....		10		10	\$10	3			
Adrift.....		4,000		4,000		3			
Cruising.....		900		900		7			
Pleasure trip.....		50		50		2			
Fishing trip.....		500		500		6			
Philadelphia, Pa., to Bangor, Me.	Coal.....	48,000	\$6,500	54,500	1,000	11		1	1
Capsized.....		200		200					
Vineyard Haven, Mass., to Oyster Bay, N. Y.		175		175		2		2	2
Fire Island, N. Y., to Bayport, N. Y.		200		200		4			
Capsized.....		15		15		1			
Fire Island, N. Y., to Point of Woods, N. Y.	Coal.....	400	150	550	50				
Pleasure trip.....		350		350		5			
Rockaway, N. Y., to Moriches, N. Y.	Lumber and coal.	800	200	1,000		4			
Capsized.....		75		75	5				
New York City to Patchogue, N. Y.		1,000		1,000		2		2	2
Haverstraw, N. Y., to Patchogue, N. Y.	Brick.....	3,000	470	3,470		4			
Louisburg, N. S., to New York City.	Lumber...	60,000	18,000	78,000	9,000	18			
Cruising.....		3,000		3,000		2			
Massapequa, N. Y., to New Rochelle, N. Y.		2,500		2,500		2			
Parted mooring.....		4,000		4,000		2			
Adrift.....		100		100					
Fishing trip.....		500		500	100	11		9	9
do.....		1,000		1,000		6			
Light ship, Bayshore, N. Y.		200		200		3		3	3
Fire Island, N. Y., to Bay Shore, N. Y.		1,000		1,000		2			
Pleasure trip.....		200		200		2			
New York City to Patchogue, N. Y.	Lumber...	4,000	1,000	5,000		4			
Brooklyn, N. Y., to Fire Island, N. Y.		800		800	800	2		2	4
Sayville, N. Y.....	Mail and provisions.	100	10	110	10	1			
Adrift.....	Fish.....	250	20	270		2			
Fire Island, N. Y., to Oakdale, N. Y.	Sand.....	4,000	100	4,100		4			
Philadelphia, Pa., to Boston, Mass.	Coal.....	50,000	7,920	57,920	57,920				
New York to Boston, Mass.		70,000		70,000		18		18	54
Boston, Mass., to Philadelphia, Pa.		85,000		85,000	2,700	30			
Drifting in ice.....		100		100					
Huelva, Spain, to New York.	Copper ore	80,000	22,680	102,680	102,680	26		43	176
Georgetown, D. C. to New Bedford, Mass.	Lumber...	12,000	4,000	16,000	16,000	8		2	12
San Juan, P. R., to New York City.	Sugar.....	600,000	250,000	850,000	1,000	196			
Sayville, N. Y., to Greenport, N. Y.		1,800		1,800		2			

Table of casualties, season

DISTRICT NO. 4.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908,					
Mar. 30	Point of Woods.....	$\frac{1}{2}$ mi. NW.....	Gas. lch. William H. Rowe.....	17	Patchogue, N. Y..
Mar. 31	Blue Point.....	$\frac{1}{2}$ mi. S.....	Str. Carolina (Aust.).....	4,731	Trieste, Austria..
Apr. 2	Moriehes.....	2 mi. N.....	Skiff, no name.....		
Apr. 2	Eatons Neck.....	2 mi. E.....	Gas. lch. Martha.....		Stamford, Conn...
Apr. 3	Potunk.....	$1\frac{1}{2}$ mi. ENE.....	Gas. lch. Jap.....		West Sayville, N. Y.
Apr. 4	Point of Woods.....	$\frac{1}{2}$ mi. NW.....	Sc. Marion L. Curtis.....	28	Patchogue, N. Y..
Apr. 9	Shinnecock.....	1 mi. E.....	Boat, no name ^a		New York City...
Apr. 9	do.....	do.....	Sc. George P. Hudson.....	2,258	Boston, Mass.....
Apr. 10	Point of Woods.....	2 mi. N.....	Gas. sc. Amanda Bishop...	29	Patchogue, N. Y..
Apr. 11	do.....	$\frac{1}{2}$ mi. N.....	Gas. lch. Active.....		Bay Shore, N. Y..
Apr. 11	do.....	do.....	Gas. lch. Alligator.....		do.....
Apr. 15	Fire Island.....	1 mi. N.....	Catboat, no name.....		Fire Island, N. Y..
Apr. 19	Potunk.....	$1\frac{1}{2}$ mi. E.....	Gas. lch., no name.....		Greenport, N. Y..
Apr. 26	Point Lookout.....	1 mi. SE.....	Gas. lch. Albion.....		Sayville, N. Y....
Apr. 30	Gilgo.....	1 mi. N.....	Catboat Grace.....		
Apr. 30	Short Beach, Zachs Inlet, Point Lookout, Jones Beach.	$1\frac{1}{2}$ mi. SE. of Short Beach Station.	Str. Peter Rickmers (Ger.)	2,958	Bremerhaven, Germany.
May 3	Fire Island.....	$1\frac{1}{2}$ mi. NE.....	Naph. lch. Lester.....		New York City...
May 6	do.....	1 mi. N.....	Gas. lch., no name.....		Fire Island, N. Y..
May 9	Point of Woods.....	$\frac{1}{2}$ mi. NNW.....	Gas. sc. Valentine Koon...	22	Patchogue, N. Y..
May 24	Fire Island.....	2 mi. NW.....	Sc. Sally M. Russell.....	41	do.....
May 28	Point of Woods.....	$2\frac{1}{2}$ mi. NNW.....	Gas. yt. Flaneur.....	17	do.....
June 24	Ditch Plain.....	$\frac{1}{2}$ mi. E.....	Str. Chippewa.....	2,696	New York City...
	Total.....				

For summary of the foregoing table see page 15.

^a Belonging to steamer J. J. Merritt.

DISTRICT No. 5.—EMBRACING

1907.					
July 21	Atlantic City.....	$1\frac{1}{2}$ mi. E.....	Gas. lch. Idyl.....		Atlantic City, N. J.
July 25	Barnegat.....	$1\frac{1}{2}$ mi. E.....	Catboat Pastime.....		Bayhead, N. J....
Aug. 2	Harvey Cedars.....	500 yds. W.....	Sailboat, no name.....		Harvey Cedars, N. J.
Aug. 3	Little Beach.....	$\frac{1}{2}$ mi. S.....	Gas. sc. Ellen Blake.....	10	Somers Point, N. J.
Aug. 10	Hereford Inlet.....	$\frac{1}{2}$ mi. SSE.....	Sc. Harold.....	16	do.....
Aug. 12	Little Beach.....	$\frac{1}{2}$ mi. N.....	Str. Ruth L. B.....	10	Camden, N. J....
Aug. 16	do.....	1 mi. N.....	Gas. lch. Surprise.....		
Aug. 19	Spermaceti Cove.....	$1\frac{1}{2}$ mi. S.....	Slp. yt. Avonia.....		Sheepshead Bay, N. Y.
Aug. 20	Two Mile Beach.....	$\frac{1}{2}$ mi. NE. by E.....	Nph. lch. Watermelon Girl.....		New York City...
Aug. 25	Corsons Inlet.....	1 mi. SSW.....	Catboat, no name.....		Ocean City, N. J..
Aug. 25	Cape May.....	$1\frac{1}{2}$ mi. NW.....	Catboat Hellene.....		Philadelphia, Pa.
Aug. 25	do.....	do.....	Slp. Sadie F.....		Camden, N. J....
Aug. 26	do.....	do.....	Slp. Sadie F.....		do.....
Aug. 31	Little Beach.....	$\frac{1}{2}$ mi. S.....	Slp., no name.....		Ocean City, N. J..

of 1908—Continued.

COAST OF LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Northport, N. Y., to Oakdale, N. Y.	Oysters...	\$1,600	\$500	\$2,100	.....	3	.....	.....	.....
Palerino, Italy, to New York.	General...	350,000	105,000	455,000	.....	48	.....	.....	.....
Capsized.....	.....	100	.....	100	.....	1	.....	.....	.....
Stamford, Conn., to light-house.	.....	75	.....	75	.....	2	.....	2	2
West Sayville, N. Y., to Greenport, N. Y.	.....	800	.....	800	.....	2	.....	.....	.....
New Haven, Conn., to Sayville, N. Y.	Oysters...	800	900	1,700	.....	2	.....	.....	.....
New York City to Shinnecock, N. Y.	.....	150	.....	150	.....	8	.....	1	1
Portsmouth, N. H., to Baltimore, Md.	.....	80,000	.....	80,000	\$30,000	12	.....	9	9
Greenport, N. Y., to Oakdale, N. Y.	Oysters...	4,000	1,000	5,000	.....	3	.....	.....	.....
Adrift in harbor.....	.....	1,500	.....	1,500	.....	12	.....	5	5
Fishing trip.....	.....	150	.....	150	.....	3	.....	3	3
Bayshore, N. Y., to Fire Island, N. Y.	.....	50	.....	50	10	2	.....	.....	.....
Greenport, N. Y., to Sayville, N. Y.	Oysters...	1,200	300	1,500	.....	2	.....	.....	.....
New York City to Sayville, N. Y.	.....	500	.....	500	.....	3	.....	3	3
New York City to Rangoon, East India.	Oil.....	100 60,000	200,000	100 260,000	250,000	4 33	.....	2	20
New York City to Bay Shore, N. Y.	.....	1,200	.....	1,200	.....	5	.....	.....	.....
Fire Island, N. Y., to Bay Shore, N. Y.	.....	200	.....	200	.....	2	.....	.....	.....
Northport, N. Y., to Patchogue, N. Y.	Oysters...	1,200	600	1,800	.....	2	.....	.....	.....
Northport, N. Y., to Sayville, N. Y.	do.....	800	1,000	1,800	.....	2	.....	.....	.....
Patchogue, N. Y., to New York City.	.....	4,000	.....	4,000	.....	3	.....	.....	.....
Charleston, S. C., to Boston, Mass.	General...	300,000	150,000	450,000	59,000	28	.....	.....	.....
.....	.....	1,849,300	770,350	2,619,650	530,285	579	.....	107	306

COAST OF NEW JERSEY.

Beach Haven, N. J., to Atlantic City, N. J.	.....	\$1,200	.....	\$1,200	\$200	4	.....	.....	.....
Fishing trip.....	.....	500	.....	500	.....	3	.....	.....	.....
Capsized.....	.....	20	.....	20	.....	1	.....	.....	.....
Atlantic City, N. J., to New York City.	.....	3,000	.....	3,000	.....	3	.....	.....	.....
Fishing trip.....	.....	4,000	.....	4,000	.....	6	.....	.....	.....
Atlantic City, N. J., to Beach Haven, N. J.	.....	4,000	.....	4,000	.....	4	.....	.....	.....
do.....	.....	200	.....	200	.....	5	.....	.....	.....
Sheepshead Bay, N. Y., to Highlands, N. J.	.....	800	.....	800	25	4	.....	4	4
New York City to Wildwood Crest, N. J.	.....	3,200	.....	3,200	.....	4	.....	.....	.....
Pleasure trip.....	.....	30	.....	30	5	5	.....	.....	.....
do.....	.....	200	.....	200	.....	3	.....	.....	.....
Dragged anchors.....	.....	400	.....	400	200	9	.....	2	2
do.....	.....	400	.....	400	.....	9	.....	.....	.....
Ocean City, N. J., to Beach Haven, N. J.	.....	1,000	.....	1,000	.....	5	.....	.....	.....

Table of casualties, season

DISTRICT No. 5.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Sept. 1	Spermaceti Cove.....	1½ mi. SW....	Slp. yt. Fad.....		New York City...
Sept. 2	Harvey Cedars and Loveladies Island.	2 mi. N. of Harvey Cedars Station.	Yt. Jane.....		Philadelphia, Pa..
Sept. 4	Great Egg.....	2½ mi. S.....	Slp. Patience.....		Ocean City, N. J..
Sept. 8	Spermaceti Cove and Sandy Hook.	2 mi. N. of Spermaceti Cove station.	Gas. lch., no name.....		Brooklyn, N. Y...
Sept. 9	Avalon and Tathams.	½ mi. ESE. of Avalon Station.	Catboat, no name.....		Atlantic City, N. J.
Sept. 11	Hereford Inlet.....	1 mi. SE.....	Gas. slp. Leslie.....	8	Bridgeton, N. J...
Sept. 11	do.....	1 mi. S.....	Gas. lch. Thomas Martindale.	13	Somers Point, N. J.
Sept. 12	Tathams.....	2 mi. SSW....	Bateau, no name.....		
Sept. 19	Atlantic City.....	1 mi. N.....	Gas. lch., no name.....		Atlantic City, N. J.
Sept. 21	Avalon.....	1 mi. NE.....	Fishboat, no name.....		Townsend Inlet, N. J.
Sept. 25	Sandy Hook.....	Point of Sandy Hook.	Gas. lch., no name.....		Seabright, N. J....
Sept. 26	Atlantic City.....	1½ mi. ENE....	Gas. lch., no name.....		Barnegat, N. J....
Sept. 27	Little Egg.....	¾ mi. SW....	Sc. Joseph Allen.....	56	Newport News, Va.
Oct. 9	Holly Beach and Hereford Inlet.	2½ mi. NE. of Holly Beach Station.	Gas. lch., Edith.....	8	Somers Point, N. J.
Oct. 9	Hereford Inlet.....	1 mi. SSE.....	Gas. lch. Israella.....	13	Bridgeton, N. J..
Oct. 12	Atlantic City.....	1 mi. NE.....	Slp. yt. Nelaïd.....		Atlantic City, N. J.
Oct. 12	Townsend Inlet.....	1 mi. S.....	Rowboat, no name.....		Townsend Inlet, N. J.
Oct. 15	Sandy Hook.....	3 mi. NE.....	Sc. Carrie C. Miles.....	106	Rockland, Me.....
Oct. 16	Two Mile Beach.....	1 mi. SW. ¼ W.	Nph. lch. Florence.....		New York City...
Oct. 16	Cold Spring and Two-mile Beach.	2½ mi. E. of Cold Spring Station.	Dredge Pittsburg.....		do.....
Oct. 26	Cape May.....	3½ mi. NW....	Sc. Eugie Willis.....	8	Baltimore, Md....
Nov. 2	do.....	400 yds. SW....	Nph. lch. North Star.....		New Haven, Conn.
Nov. 7	Spermaceti Cove.....	1 mi. WSW....	Gas. yt. Tigress.....	24	New York City...
Nov. 10	Barnegat and Forked River.	1½ mi. NE. of Barnegat Station.	Gas. lch. Spray.....		Newark, N. J....
Nov. 11	Sandy Hook.....	Point of Sandy Hook.	Slp. Golden Gate.....		Perth Amboy, N. J.
Nov. 22	do.....	do.....	U. S. Str. General Meigs..	292	
Nov. 24	Hereford Inlet.....	½ mi. N.....	Gas. lch. Thomas Martindale.	13	Somers Point, N. J.
Nov. 24	do.....	½ mi. NNW....	Gas. lch., no name.....		Anglesea, N. J....
Nov. 24	do.....	do.....	Gas. lch. Vincent.....	11	Somers Point, N. J.
Nov. 30	Sandy Hook.....	Point of Sandy Hook.	Bgn. Lady Napier (Br.)..	245	Charlottetown, P. E. I.
Dec. 13	Townsend Inlet and Avalon.	1½ mi. SE. of Townsend Inlet Station.	Sc. Thomas H. Lawrence.	374	Boston, Mass.....
Dec. 14	Spermaceti Cove and Sandy Hook.	2½ mi. N. of Spermaceti Cove Station.	Bk. Edmund Phinney....	751	New York City...
Dec. 14	Squan Beach.....	400 yds. NNE....	Bge. Addie Jordan.....	376	Norfolk, Va.....
Dec. 27	Atlantic City.....	½ mi. NNE....	Gas. lch. John Leonard....	19	Somers Point, N. J.
1908.					
Jan. 3	Forked River and Barnegat.	3 mi. SW. Forked River Station.	Gas. lch. Alberta L.....	13	Bridgeton, N. J...
Jan. 5	Barnegat.....	½ mi. NW....	Gas. lch. Alberta L.....	13	do.....
Jan. 7	Tathams.....	½ mi. NW....	Catboat, no name.....		Cape May, N. J...

of 1908—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Brooklyn, N. Y., to Highlands, N. J.		\$1,000		\$1,000		4			
Atlantic City, N. J., to Seaside Park, N. J.		300		300		3			
Capsized.		600		600	\$100	4			
Fishing trip.		200		200		4			
Atlantic City, N. J., to Philadelphia, Pa.		200		200	50	2			
Fishing trip.		1,800		1,800		17			
do.		3,000		3,000		12			
Adrift.		15		15		3			
Pleasure trip.		250		250		1			
Adrift.		15		15		3			
Fishing trip.	Fish.	1,800	\$300	2,100	350	4		4	4
Barneгат, N. J., to Atlantic City, N. J.		200		200		1			
James River, Va., to New York City.	Lumber.	2,500	500	3,000		4			
Anglesea, N. J., to Delaware Breakwater.		2,000		2,000		4			
Employed in harbor.		1,500		1,500		3			
Fishing trip.		800		800	800	1			
Avalon, N. J., to Townsend Inlet, N. J.		15		15		1			
Perth Amboy, N. J., to Rockland, Me.	Coal.	2,500	1,200	5,700	3,700	4			
Cape May, N. J., on wrecking trip.		8,000		8,000		3			
Cape May, N. J., to New York City.		150,000		150,000		12			
Cape May, N. J., to Philadelphia, Pa.		1,500		1,500	25	4			
New Haven, Conn., to St. Augustine, Fla.		800		800		2			
Stamford, Conn., to Barneгат, N. J.		7,000		7,000		4			
Newark, N. J., to Barneгат Bay, N. J.		400		400		3			
Dredging for clams.	Clams.	300	50	350		3			
In New York harbor.		70,500		70,500		26			
Dragged anchors.		3,000		3,000					
do.		700		700					
Parted chains.		2,000		2,000					
Demerara, S. A., to St. John, N. B.	Iron.	12,000	6,000	18,000	4,000	8		8	32
Sullivan, Me., to Philadelphia, Pa.	Paving blocks.	20,000	3,000	23,000		7			
Savannah, Ga., to Perth Amboy, N. J.	Lumber.	10,000	11,000	21,000	13,000	10		6	12
Norfolk, Va., to New York City.	do.	2,000	4,000	6,000	5,800	2			
Fishing trip.	Fish.	2,500	250	2,750		7			
Anglesea, N. J., to Barneгат Inlet, N. J.		2,500		2,500		5			
Barneгат, N. J., to fishing grounds.		2,500		2,500		5			
On pleasure cruise.		600		600	75	6			

Table of casualties, season

DISTRICT NO 5—EMBRACING

Date of disaster.	Name of station.	Place of disaster, (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
Jan. 13	Two Mile Beach and Cold Spring.	1½ mi. SW. Two Mile Beach Station.	Sc. Eugene H. Cathrall...	42	Bridgeton, N. J...
Jan. 24	Hereford Inlet.....	300 yds. E.....	Gas. lch., no name.....		Anglesea, N. J.....
Jan. 24	do.....	200 yds. NE.....	Gas. lch., no name.....		do.....
Jan. 24	do.....	do.....	Skiff, no name.....		do.....
Jan. 24	Holly Beach and Hereford Inlet.	5 mi SE. Holly Beach Station.	Gas lch. Thomas Martindale.	13	Somers Point, N. J.
Jan. 25	Hereford Inlet.....	3 mi. S.....	Gas. lch., no name.....		Anglesea, N. J.....
Feb. 13	Atlantic City.....	300 yds. N.....	Rowboat, no name.....		Atlantic City, N. J.
Feb. 18	Cape May.....	1 mi. S.....	Str. Atlas.....	32	Baltimore, Md ..
Feb. 23	Little Beach and Little Egg.	3½ mi. SE. of Little Beach Station.	{Str. Gypsum King..... Bge. J. B. King No. 19.....	2,917	New York, N. Y ..
Feb. 25	Hereford Inlet.....	½ mi. ESE.....	{Bge. J. B. King No. 20..... Gas. lch. Alberta L.....		
Mar. 8	Atlantic City.....	½ mi. E.....	Gas. lch. Kitty D.....		Atlantic City, N. J.
Mar. 12	Barnegat.....	½ mi NNE.....	Gas. lch. Buzzbill.....		Point Pleasant, N. J.
Mar. 15	Forked River.....	½ mi. NW.....	Catboat Edith.....		Bayhead, N. J.....
Mar. 22	Barnegat and Forked River.	1½ mi. ESE. of Barnegat Station.	Gas. lch. Alberta.....	19	Somers Point, N. J.
Mar. 27	Bonds.....	1 mi. N.....	Sc. Susan L. Watson.....	28	Chincoteague, Va ..
Mar. 30	Barnegat.....	½ mi. NW.....	Catboat Yampa.....	14	New York, N. Y..
Apr. 10	Barnegat and Forked River.	1½ mi. NNE. of Barnegat Station.	Sc. Lizzie Bell.....	74	Tuckerton, N. J...
Apr. 11	Sandy Hook.....	1½ mi. NW.....	Gas. lch., no name.....		Highlands, N. J...
Apr. 11	Barnegat.....	2½ mi. NW.....	Gas lch., no name.....		Waretown, N. J.....
Apr. 18	Bonds and Little Egg.	½ mi. SE. of Bonds Station.	Slp. yt. Recko.....		Cape May, N. J.....
Apr. 19	Hereford Inlet.....	½ mi. NNE.....	Gas. sc. Harold.....	16	Somers Point, N. J.
Apr. 19	do.....	½ mi. NNE.....	Gas. lch. Harry L.....		North Wildwood, N. J.
Apr. 19	do.....	½ mi. NNE.....	Gas. lch., no name.....		Anglesea, N. J.....
Apr. 23	Tatham.....	1½ mi SW.....	Barge, no name.....		Atlantic City, N. J.
Apr. 30	Hereford Inlet.....	½ mi. N.....	Gas. lch. Alberta L.....	13	Bridgeton, N. J...
May 1	Sea Isle City.....	3 mi. SE.....	Gas. lch., no name.....		Sea Isle City, N. J.
May 3	Hereford Inlet.....	½ mi. NE.....	Gas. sc. Tiddo.....		Anglesea, N. J.....
May 3	do.....	½ mi. NE.....	Gas. sc. Whaler.....		Atlantic City, N. J.
May 5	Sandy Hook.....	½ mi. N.....	Fishboats (2), no names.....		Seabright, N. J.....
May 8	Chadwick, Toms River and Mantoloking.	100 yds. NE. of Chadwick Station.	Str. Washtenaw.....	2,896	New York City...
May 8	Hereford Inlet.....	½ mi. S.....	Elec. slp. Barbara.....	11	Camden, N. J.....
May 15	Sea Isle City and Townsend Inlet.	1½ mi. SSE. Sea Isle City Station.	Sc. William McGee.....	85	New York City...
May 16	Hereford Inlet.....	½ mi. SE.....	Gas. lch. Firefly.....		Philadelphia, Pa..
May 16	Two Mile Beach.....	1½ mi. SW.....	Nph. lch. Florence.....		Cedarville, N. J...
May 17	Hereford Inlet.....	1 mi. S.....	Gas. lch. Hellen.....		Philadelphia, Pa..
May 23	Little Beach and Little Egg.	3 mi. SE. Little Beach Station.	Str. (Ger.) Hornsee.....	4,000	Lubeck, Ger.....
May 25	Squan Beach and Bay Head.	1½ mi. S. Squan Beach Station.	Str. Seminole.....	2,556	New York City...

of 1908—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Milton, Del., to Cape May, N. J.	Grain and potatoes.	\$1,200	\$800	\$2,000	\$50	3	.....	.....	.....
In home port. ....	.....	175	.....	175	5	.....	.....	.....	.....
do. ....	.....	700	.....	700	5	.....	.....	.....	.....
do. ....	.....	75	.....	75	.....	.....	.....	.....	.....
In harbor at Anglesea, N. J., drifted to sea. ....	.....	3,000	.....	3,000	50	.....	.....	.....	.....
Drifted to sea. ....	.....	175	.....	175	.....	6	.....	.....	.....
Clamming.	Clams.	30	5	35	5	.....	.....	.....	.....
Baltimore to Cold Spring Inlet, N. J.	.....	3,500	.....	3,500	250	7	.....	.....	.....
Norfolk, Va., to New York.	Coal.	220,000	12,000	232,000	.....	29	.....	.....	.....
Fishing banks to Anglesea, N. J.	Fish.	2,500	125	2,625	.....	5	.....	.....	.....
On pleasure trip. ....	.....	900	.....	900	.....	4	.....	.....	.....
Point Pleasant, N. J., to Barnegat Inlet, N. J.	.....	500	.....	500	.....	3	.....	.....	.....
Bayhead, N. J., to Allens Cove, N. J.	.....	300	.....	300	.....	3	.....	.....	.....
Atlantic City, N. J., to Barnegat Inlet, N. J.	Fish.	4,000	200	4,200	.....	7	.....	.....	.....
Chincoteague, Va., to West Creek, N. J.	Oysters.	1,950	750	2,700	.....	3	.....	.....	.....
Toms River, N. J., to Sheepshead Bay, N. Y.	.....	700	.....	700	.....	4	.....	.....	.....
New York City to Little Egg Harbor, N. J.	Coal.	2,000	225	2,225	.....	2	.....	.....	.....
Newark, N. J., to Highlands, N. J.	.....	300	.....	300	.....	.....	.....	.....	.....
Parted moorings. ....	.....	300	.....	300	.....	.....	.....	.....	.....
Toms River, N. J., to Cape May, N. J.	.....	500	.....	500	.....	3	.....	3	3
Lying at mooring. ....	.....	4,000	.....	4,000	.....	6	.....	.....	.....
North Wildwood, N. J., to Stone Harbor, N. J.	.....	1,000	.....	1,000	.....	25	.....	.....	.....
Pleasure trip. ....	.....	400	.....	400	.....	4	.....	.....	.....
Atlantic City, N. J., to Stone Harbor, N. J.	.....	1,000	.....	1,000	.....	12	.....	2	2
In harbor. ....	.....	2,500	.....	2,500	.....	.....	.....	.....	.....
Sea Isle City, N. J., fishing trip.	.....	200	.....	200	.....	6	.....	.....	.....
Anglesea, N. J., pleasure trip.	.....	300	.....	300	.....	5	.....	.....	.....
In harbor. ....	.....	400	.....	400	.....	1	.....	.....	.....
Seabright, N. J., fishing trip.	Poles.	1,200	75	1,275	25	10	.....	.....	.....
Sabine, Tex., to New York City.	Petroleum	200,000	50,000	250,000	42,000	27	.....	1	1
Camden, N. J., to Anglesea, N. J.	.....	2,000	.....	2,000	50	2	.....	.....	.....
West Point, Va., to New York City.	Lumber.	1,500	1,100	2,600	2,600	4	.....	4	8
Philadelphia, Pa., to Stone Harbor, N. J.	.....	1,200	.....	1,200	.....	3	.....	.....	.....
Cedarville, N. J., to Somers Point, N. J.	.....	500	.....	500	.....	2	.....	.....	.....
Philadelphia, Pa., to Sea Isle City, N. J.	.....	325	.....	325	5	2	.....	.....	.....
Cuba to New York City.	Sugar.	600,000	150,000	750,000	.....	25	.....	.....	.....
San Domingo to New York City.	Hides, coffee, etc.	200,000	250,000	450,000	.....	66	.....	.....	.....

Table of casualties, season

DISTRICT NO. 5.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
May 26	Hereford Inlet.....	$\frac{1}{2}$ mi. SE.....	Gas. lch. Alberta L.....	13	Bridgeton, N. J...
May 28	Tathams.....	1 mi. NW.....	Gas. lch. Photograph.....		Pitman Grove, N. J.
May 29	Atlantic City.....	$1\frac{1}{2}$ mi. SE.....	St. yt. Elsa II.....	99	New York City...
June 1	Hereford Inlet.....	1 mi. S.....	Slp. Ethel Ray.....	9	Camden, N. J.....
June 3	do.....	$\frac{1}{2}$ mi. E.....	Gas. lch. Alberta L.....	13	Bridgeton, N. J...
June 6	Atlantic City.....	$\frac{1}{2}$ mi. E.....	St. yt. Viva.....	38	New York.....
	Total.....				

For summary of the foregoing table see page 15.

DISTRICT No. 6.—EMBRACING COAST BETWEEN

1907.					
Aug. 16	Assateague Beach.....	2 mi. S. $\frac{1}{2}$ W...	Sc. Arville H. Peary.....	311	New York City...
Aug. 19	Lewes.....	Off station....	Gas. yt. Ida Lank.....		Newcastle, Del...
Aug. 30	Hog Island.....	$2\frac{1}{2}$ mi. ESE...	Gas. yt. Scud.....	18	New York City...
Sept. 4	Metomkin Inlet.....	$\frac{3}{4}$ mi. SW.....	Small boat, no name.....		Folly Creek, Va...
Sept. 12	Assateague Beach.....	$1\frac{1}{2}$ mi. S.....	Sc. Annie May.....	29	Cape Charles, Va...
Oct. 3	do.....	1 mi. W.....	Sc. yt. Foam.....	64	New York City...
Oct. 8	Lewes.....	800 yds. NNE...	Slp. Seneca.....	13	Camden, N. J.....
Oct. 8	Hog Island.....	400 yds. SW...	Slp. Jordan.....	25	Norfolk, Va.....
Oct. 24	Assateague Beach.....	$2\frac{1}{2}$ mi. S. by E.	Gas. lch. Annie Godfrey..	21	Somers Point, N. J.
Oct. 26	Metomkin Inlet.....	$\frac{1}{2}$ mi. SW.....	Str. Esther.....	7	Chincoteague, Va.
Oct. 29	Hog Island.....	1 mi. SE.....	Sc. Ella Strickland.....	41	do.....
Nov. 7	Assateague Beach.....	1 mi. SSE.....	Str. Wicomieo.....	141	Tappahanock, Va.
Nov. 16	Hog Island.....	6 mi. NE.....	Slp. Flora Elsie.....	35	Newport New, Va.
Nov. 24	Lewes and Cape Henlopen.	600 yds. NNE. of Lewes Station.	Sc. S. M. Bird.....	517	New York City...
Nov. 25	Lewes.....	3 mi. NNW.....	Sc. De Mory Gray.....	401	do.....
Nov. 26	Hog Island.....	$\frac{1}{2}$ mi. WSW...	Sc. Virginia.....	44	Norfolk, Va.....
Nov. 28	Lewes and Cape Henlopen.	$\frac{1}{2}$ mi. E. of Lewes Station.	Str. Monocacy.....	617	Philadelphia, Pa...
Dec. 31	Hog Island.....	300 yds. W....	Rowboat May.....		Broadwater, Va...
1908.					
Jan. 7	Assateague Beach.....	$\frac{1}{2}$ mi. SE.....	Sc. D. J. Whealton.....	48	Chincoteague, Va...
Jan. 7	do.....	$\frac{3}{4}$ mi. S. by E...	Nph. lch., no name.....		Norfolk, Va.....
Jan. 7	Wallops Beach.....	$1\frac{1}{2}$ mi. W.....	Gas. lch., no name.....		Chincoteague, Va...
Jan. 8	Assateague Beach.....	$\frac{1}{2}$ mi. SE.....	Sc. Robert J. Poulson.....	29	Cape Charles, Va...
Jan. 8	do.....	$1\frac{1}{2}$ mi. SW.....	Sc. Millville.....	365	Philadelphia.....
Jan. 12	Metomkin Inlet.....	5 mi. NNE.....	Sc. John E. Devlin.....	1,107	Thomaston, Me...
Jan. 23	Cobb Island.....	1 mi. S.....	Sc. Oriental.....	28	Chincoteague, Va...
Jan. 24	Hog Island.....	$\frac{1}{2}$ mi. S.....	Sc. Alberta.....	77	do.....

of 1908—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing banks to Anglesea, N. J.	Fish.....	\$2,500	\$100	\$2,600	.....	6	.....	.....	.....
Camden, N. J., to Stone Harbor, N. J.	.....	1,500	.....	1,500	.....	2	.....	.....	.....
New York City to Atlantic City, N. J.	.....	30,000	.....	30,000	.....	16	.....	.....	.....
Camden, N. J., to Anglesea, N. J.	.....	300	.....	300	.....	1	.....	.....	.....
Fishing banks to Anglesea, N. J.	Fish.....	2,500	75	2,575	.....	6	.....	.....	.....
New York to Atlantic City, N. J.	.....	10,000	.....	10,000	\$10,000	4	.....	4	4
.....	.....	1,635,075	491,580	2,126,655	83,375	539	.....	38	72

CAPE HENLOPEN AND CAPE CHARLES.

....., Va., to New York City.	Lumber...	\$4,000	\$3,500	\$7,500	.....	7	.....	1	1
Newcastle, Del., to Delaware Breakwater.	.....	800	.....	800	.....	3	.....	.....	.....
New York City to Norfolk, Va.	.....	4,000	.....	4,000	.....	4	.....	.....	.....
Pleasure trip.....	.....	40	.....	40	.....	5	.....	.....	.....
Machipongo, Va., to New York City.	Wood.....	3,000	280	3,280	.....	3	.....	.....	.....
New York City to Tarpon Springs, Fla.	General...	3,000	7,000	10,000	\$1,000	6	.....	4	8
Camden, N. J., to Lewes, Del.	.....	1,600	.....	1,600	.....	3	.....	2	2
Chincoteague, Va., to Norfolk, Va.	.....	1,000	.....	1,000	.....	3	.....	.....	.....
Fishing trip.....	Fish.....	1,800	200	2,000	150	6	.....	2	2
High Shoal, Va., to Chincoteague, Va.	.....	1,000	.....	1,000	.....	3	.....	.....	.....
Potomac River, to Chincoteague, Va.	Oysters...	1,000	500	1,500	.....	3	.....	.....	.....
In harbor.....	Coal.....	20,000	250	20,250	20,250	28	.....	28	45
Cobbs Island, Va., to Chincoteague, Va.	Oysters...	2,000	200	2,200	.....	5	.....	.....	.....
Charleston, S. C., to New York City.	Lumber...	8,500	5,000	13,500	4,250	9	.....	9	16
New York City to Norfolk, Va.	Salt.....	6,000	1,500	7,500	.....	7	.....	.....	.....
Norfolk, Va., to Hog Island, Va.	.....	2,500	.....	2,500	.....	4	.....	.....	.....
Cruising.....	.....	90,850	.....	90,850	1,500	20	.....	.....	.....
Broadwater, Va., to Hog Island, Va.	Oysters...	50	25	75	.....	1	.....	.....	.....
Chincoteague, Va., to Assateague Harbor, Va.	Wrecking outfit.	1,800	2,000	3,800	150	5	.....	.....	.....
Norfolk, Va., to Chincoteague, Va.	.....	2,500	.....	2,500	50	.....	.....	.....	.....
Chincoteague, Va., to Wishants Point, Va.	.....	500	.....	500	.....	1	.....	.....	.....
Not on voyage.....	.....	2,500	.....	2,500	.....	2	.....	.....	.....
Patterson, La., to New Haven, Conn.	Lumber...	12,000	12,000	24,000	250	6	.....	.....	.....
Salem, Mass., to Newport News, Va.	.....	40,000	.....	40,000	40,000	9	.....	9	36
Chincoteague, Va., to Potomac River.	.....	1,800	.....	1,800	.....	3	.....	3	3
Chincoteague, Va., to Yorktown, Va.	.....	3,000	.....	3,000	.....	4	.....	.....	.....

Table of casualties, season

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
Jan. 26	Rehoboth Beach.....	2½ mi. SW....	Slp. Thelma.....		Rehoboth, Del....
Feb. 2	Wallops Beach.....	1½ mi. ENE....	Slp. Volunteer.....	8	Chincoteague, Va..
Feb. 3	Assateague Beach.....	1½ mi. S.....	Str. Asher J Hudson.....	136	Philadelphia.....
Apr. 11	Hog Island.....	300 yds. SW....	Slp. May.....		Hog Island, Va....
Apr. 12	Cobb Island.....	1 mi. SW.....	Gas. lch., Sally Cobb.....		Cobb Mill Va.....
Apr. 16	do.....	5 mi. S.....	Str. Glænaen (Br.).....	3,227	Whitby, Eng.....
May 10	Metomkin Inlet.....	½ mi. SW.....	Gas. lch., Alice Virginia and tow.		Chincoteague, Va..
May 30	Lewes.....	½ mi. W.....	Slp., no name.....		Philadelphia Pa..
	Total				

For summary of the foregoing table see page 16.

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

1907.					
Aug. 11	Core Bank.....	1½ mi. NE.....	Sc. Mary Sanford.....	479	Wellfleet, Mass....
Aug. 23	Bogue Inlet.....	3 mi. SW.....	Gas. lch. May.....		Norfolk, Va.....
Aug. 31	Cape Lookout.....	Lookout Shoals	Sc. Richard Linthicum.....	191	Crisfield, Md.....
Oct. 4	Portsmouth.....	3 mi. W.....	Sc. Virginia Dare.....	13	Newbern, N. C....
Oct. 4	do.....	4 mi. NW.....	Sc. Allison Miller.....		Washington, N. C..
Oct. 6	Ocracoke.....	1 mi. SW.....	Sc. Annie F. Wahab.....	26	Newbern, N. C....
Oct. 7	Durants.....	2 mi. N.....	Sc. M. G. Walstein.....	16	Elizabeth City, N. C.
Oct. 9	Fort Macon.....	½ mi. N.....	Catboat, no name.....		
Oct. 11	Cape Fear.....	4 mi. WNW.....	Bk. Launberga (Nor.).....	1,302	Lillesand, Norway
Oct. 12	Gull Shoal, Chicamacomico and Little Kinnakeet.	2½ mi. S. of Gull Shoal Station.	Bge. Saxon.....	555	Georgetown, S. C..
Oct. 26	Core Bank.....	6 mi. SW. by W.	Ywl. yt. Hyperion.....	11	Boston, Mass.....
Nov. 3	Cape Lookout.....	1 mi. N. by E.	Sc. Wm. H. Davidson.....	286	Crisfield, Md.....
Nov. 11	Gull Shoal.....	Gull Shoal Reef	Sc. George A. Gaskins.....	13	Elizabeth City, N. C.
Nov. 12	Ocracoke.....	2 mi. NW.....	Sc. South Lake.....	24	Newbern, N. C....
Nov. 20	do.....	1 mi. SW.....	Sc. Brant.....	29	do.....
Dec. 2	Nags Head.....	2 mi. SW.....	Gas. yt. Madelon.....		Boston, Mass.....
1908.					
Jan. 6	Portsmouth.....	2½ mi. W.....	Sc. Allison Miller.....		Washington, N. C..
Jan. 7	Cape Lookout.....	1½ mi. NW.....	Sc. John Paul.....	410	Ellsworth, Me.....
Jan. 8	Cape Hatteras and Creeds Hill.	1½ mi. SSW. Cape Hatteras Station.	Sc. Leonora.....	458	New London Conn.
Jan. 10	Bogue Inlet.....	2 mi. N.....	Sc. Susanna.....	7	Beaufort, N. C....
Jan. 12	Little Kinnakeet.....	1 mi. W.....	Skiff, no name.....		Avon, N. C.....
Jan. 12	Hatteras Inlet.....	½ mi. NW.....	do.....		
Jan. 17	Portsmouth and Ocracoke.	7 mi. NNW. Portsmouth Station.	Sc. Anne Comber.....	39	Baltimore, Md.....

of 1908—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Rehoboth, Del., on gunning trip.	.....	\$300	.....	\$300	.....	3	.....	.....	.....
Wachapreague, Va., to Chincoteague, Va.	Oysters...	500	\$100	\$600	.....	3	.....	.....	.....
Norfolk, Va., to New York City.	.....	20,000	.....	20,000	\$5	9	.....	.....	.....
Willis Wharf, Va., to Hog Island, Va.	Merchandise.	200	250	450	5	2	.....	2	2
Cobb Island, Va., to Cobb Mill, Va.	.....	2,000	.....	2,000	.....	2	.....	.....	.....
Port Tampa, Fla., to Norfolk, Va.	Phosphate	280,000	50,000	330,000	10,000	25	.....	.....	.....
Cobbs Island, Va., to Chincoteague, Va.	Oysters...	700	150	850	.....	2	.....	.....	.....
Philadelphia, Pa., to Atlantic City, N. J.	.....	250	.....	250	100	.....	.....	.....	.....
.....	.....	519,190	82,955	602,145	77,710	196	.....	60	115

CAPE HENRY AND CAPE FEAR.

New York City to Georgetown, S. C.	Cement...	\$16,000	\$600	\$16,600	.....	8	.....	3	3
Miami, Fla., to Norfolk, Va.	.....	300	.....	300	.....	3	.....	.....	.....
Georgetown, S. C., to Baltimore, Md.	Lumber...	10,000	3,500	13,500	\$800	6	.....	.....	.....
Portsmouth, N. C., to Washington, N. C.	Fish	800	200	1,000	.....	7	.....	.....	.....
South River, N. C., to Portsmouth, N. C.	Wood.....	400	25	425	.....	2	.....	.....	.....
Washington, N. C., to Ocracoke, N. C.	General..	1,000	5	1,005	.....	4	.....	.....	.....
Elizabeth City, N. C., to Buxton, N. C.	...do.....	600	500	1,100	.....	2	.....	.....	.....
Fishing trip.	.....	400	.....	400	.....	1	.....	.....	.....
Wilmington, N. C., to Newport News, Va.	Lumber...	10,000	20,000	30,000	.....	8	.....	.....	.....
Georgetown, S. C., to Philadelphia, Pa.	...do.....	7,000	6,500	13,500	12,800	4	3	1	5
New York City to Miami, Fla.	.....	4,000	.....	4,000	.....	5	.....	.....	.....
Charleston, S. C., to New York City.	Lumber...	8,500	4,000	12,500	.....	6	.....	.....	.....
Salvo, N. C., to Hatteras, N. C.	...do.....	1,000	500	1,500	.....	2	.....	.....	.....
South River, N. C., to Hatteras, N. C.	Wood.....	500	30	530	.....	5	.....	5	10
Ocracoke, N. C., to Belhaven, N. C.	.....	1,000	.....	1,000	.....	5	.....	.....	.....
Boston, Mass., to Jacksonville, Fla.	.....	5,000	.....	5,000	.....	3	.....	.....	.....
Core Point, N. C., to Portsmouth, N. C.	Wood.....	400	65	465	.....	2	.....	.....	.....
Jacksonville, Fla., to New York City.	Lumber...	8,000	14,000	22,000	.....	8	.....	.....	.....
Round Pond, Me., to Charleston, S. C.	Fish scrap.	8,500	13,500	22,000	22,000	7	5	2	6
Morehead City, N. C. On fishing trip.	.....	250	.....	250	.....	3	.....	.....	.....
Adrift.....	.....	5	.....	5	.....	.....	.....	.....	.....
Portsmouth, N. C., to Hatteras, N. C.	.....	150	.....	150	.....	1	.....	1	1
Norfolk, Va., to Newbern, N. C.	Coal.....	300	300	600	600	4	.....	4	4

Table of casualties, season

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
Jan. 21	Portsmouth.....	1 mi. ENE....	Se. May & Anna Beswick..	149	Wilmington, Del..
Jan. 24	Durants.....	3 mi. W.....	Se. Freddie L. Hamblen..	42	Elizabeth City, N. C.
Jan. ^a —	do.....	1 mi. N.....	Se. Marblehead.....	15	Newbern, N. C....
Feb. 2	Creeds Hill, Cape Hatteras and Big Kinakeet.	In harbor at Buxton, N.C.	Se. Maggie E. Davis.....	16	Elizabeth City, N. C.
Feb. 6	Portsmouth.....	10 mi. SSW....	Se. William W. Converse..	745	New Haven, Conn..
Feb. 15	Core Bank and Portsmouth.	10 mi. NE. Core Bank Station	Se. Melrose.....	693	Boston, Mass.....
Mar. 17	Durants.....	2 mi. N.....	Se. South Lake.....	24	Newbern, N. C....
Mar. 20	Creeds Hill.....	3 mi. NW.....	Slp. Edith.....		
Mar. 21	Portsmouth and Ocracoke.	1 mi. E. Portsmouth Station.	Slp. Mystery.....		
Mar. 21	Core Bank.....	10 mi. SW.....	Scow, no name.....		
Mar. 23	Durants and Creeds Hill.	$\frac{1}{2}$ mi. SW. of Durants Station.	Str. Antonio Lanasa (Nor.)	1,261	Bergen, Norway..
Mar. 25	Portsmouth and Ocracoke.	5 mi. ESE. Portsmouth Station.	Str. Dunkeld (Br.).....	2,764	London, England..
Mar. 25	Fort Macon.....	1 mi. ESE.....	Gas. Ich., no name.....		
Mar. 29	Core Bank.....	2 $\frac{1}{2}$ mi. N.....	Gas. yt. Tyche.....	48	Providence, R. I..
Apr. 9	Durants.....	4 mi. NW.....	Se. Lorena.....	16	Elizabeth City, N. C.
Apr. 10	Oak Island.....	3 mi. SSW....	Gas. Ich. Lilac.....		Fort Caswell, N. C.
Apr. 16	Ocracoke.....	2 mi. WSW....	Skiff, no name.....		Ocracoke, N. C....
Apr. 16	Oak Island.....	1 mi. ESE.....	Se. Ruth Darling.....	14	Wilmington, N. C.
Apr. 18	Cape Lookout.....	1 mi. WNW....	Se. Orient.....	93	New York City....
Apr. 27	Portsmouth.....	4 mi. NNW....	Se. Allison Miller.....		Washington, N. C.
Apr. 30	do.....	1 $\frac{1}{2}$ mi. E.....	Se. Mary J. Haynie.....	15	Elizabeth City, N. C.
May 10	Cape Fear and Oak Island.	16 mi. SSE. Cape Fear Station.	Str. Kyleakin (Br.).....	1,976	Glasgow, Scotland
May 21	Gull Shoal.....	4 mi. SW.....	Se. Neva Pearl.....	15	Elizabeth City, N. C.
May 27	Oak Island and Cape Fear.	3 mi. S. by E. of Oak Island Station.	Str. Anselm (Br.).....	1,562	Belize, Br. Honduras.
May 29	Fort Macon.....	3 mi. NW.....	Gas. Ich. Columbia.....		Morehead City, N. C.
	Total.....				

For summary of the foregoing table see page 16.

^a Day of disaster not known.

DISTRICT NO. 8.—EMBRACING COASTS OF

1907.					
July 14	Mosquito Lagoon.....	1 $\frac{1}{2}$ mi. NW....	Gas. Ich. Syria.....		Daytona, Fla.....
Oct. 20	Indian River Inlet.....	1 mi. N.....	Gas. Ich., no name.....		Fort Pierce, Fla....
Oct. 21	Sullivan's Island.....	1 mi. S. by E..	Cat boat, no name.....		Charleston, S. C....
Nov. 3	Fort Lauderdale.....	$\frac{1}{4}$ mi. S.....	Fishboat, no name.....		Miami, Fla.....
Nov. 4	do.....	$\frac{1}{2}$ mi. NW.....	Gas. Ich. Stroller.....		Patchogue, N. Y..
Dec. 2	Bulow.....	5 mi. S.....	Gas. Ich. Cleo.....		
Dec. 9	Biscayne Bay.....	150 yds. N....	Gas. Ich. Ruth.....		Miami, Fla.....
Dec. 17	Gilberts Bar.....	2 $\frac{1}{2}$ mi. S.....	Nph. Ich. Leda.....		New York City....

of 1908—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
New York City to Newbern, N. C.	.....	\$5,000	.....	\$5,000	.....	6	.....	.....	.....
Elizabeth City, N. C., to Hatteras, N. C.	.....	1,500	.....	1,500	.....	3	.....	.....	.....
Washington, N. C. Not on voyage.	.....	500	.....	500	.....	.....	.....	.....	.....
Not on voyage.	.....	1,000	.....	1,000	.....	2	.....	.....	.....
Baltimore, Md., to Jacksonville, Fla.	Coal.....	16,000	\$2,500	18,500	\$2,000	8	.....	.....	.....
Turks Island, W. I., to New York.	Salt.....	18,000	1,100	19,100	19,100	8	.....	7	7
Buxton, N. C., to Elizabeth City, N. C.	Lumber...	500	300	800	.....	2	.....	.....	.....
Sunk at mooring	.....	150	.....	150	.....	2	.....	.....	.....
Ocracoke, N. C. Not on voyage.	.....	300	.....	300	.....	1	.....	1	1
Parted mooring	.....	100	.....	100	.....	.....	.....	.....	.....
Kingston, Jamaica, to Baltimore, Md.	Bananas..	125,000	4,000	129,000	4,000	23	.....	9	9
Cuba to New York	Sugar.....	80,000	200,000	280,000	.....	25	.....	.....	.....
Atlantic, N. C., to Morehead City, N. C.	Clams.....	300	50	350	.....	1	.....	.....	.....
Key West, Fla., to New York City.	.....	8,900	.....	8,900	.....	6	.....	.....	.....
Elizabeth City, N. C., to Hatteras, N. C.	M e r c h a n d i s e.	600	100	700	.....	3	.....	.....	.....
On pleasure trip	.....	2,000	.....	2,000	.....	2	.....	.....	.....
Not on voyage	.....	50	.....	50	.....	3	.....	.....	.....
Lockwood Folly, N. C., to Southport, N. C.	Wood.....	800	40	840	10	2	.....	2	2
On fishing trip	.....	1,500	.....	1,500	1,500	2	.....	2	5
Pamlico River, N. C., to Portsmouth, N. C.	Wood.....	400	30	430	.....	2	.....	.....	.....
Elizabeth City, N. C., to Portsmouth, N. C.	Forage....	1,200	600	1,800	20	3	.....	.....	.....
Baltimore, Md., to Tampico, Mex.	Coke.....	150,000	20,000	170,000	.....	30	.....	.....	.....
Elizabeth City, N. C., to Hatteras, N. C.	.....	1,000	.....	1,000	.....	9	.....	.....	.....
Belize, Br. Honduras, to New York City.	.....	100,000	.....	100,000	.....	35	.....	.....	.....
Portsmouth, N. C., to Morehead City, N. C.	Fish.....	500	75	575	.....	1	.....	1	1
.....	.....	599,405	292,520	891,925	62,830	275	8	38	54

SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Daytona, Fla., to Rockledge, Fla.	Iron pipe..	\$800	\$100	\$900	.....	2	.....	.....	.....
Fishing trip	.....	350	.....	350	\$20	3	.....	3	3
Capsized	.....	40	.....	40	40	2	.....	.....	.....
Miami, Fla., to Hillsboro, Fla.	.....	300	.....	300	.....	1	.....	.....	.....
New York City to Miami, Fla.	.....	1,500	.....	1,500	.....	5	.....	.....	.....
St. Augustine, Fla., to Indian River, Fla.	Lumber ..	1,000	30	1,030	.....	3	.....	.....	.....
Fishing trip	.....	350	.....	350	50	2	.....	2	2
Titusville, Fla., to Miami, Fla.	.....	2,000	.....	2,000	.....	2	.....	.....	.....

Table of casualties, season

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Dec. 23	Sullivans Island.....	2 mi. S.....	Gas. lch. Roamer.....		Clayton, N. Y. . . .
Dec. 24	Chester Shoal.....	$\frac{1}{2}$ mi. W.....	Catboat, no name.....		
Dec. 30	Mosquito Lagoon.....	8 mi. W.....	Gas. lch. Petrel.....		Daytona, Fla. . . .
1908.					
Jan. 5	do.....	4 mi. NW.....	Gas. sc. Matanzas.....	14	St. Augustine.....
Jan. 7	Chester Shoal.....	$\frac{1}{2}$ mi. NW.....	Rowboats (4), no name.....		Canaveral Club.....
Jan. 9	Fort Lauderdale.....	$\frac{1}{2}$ mi. SSE.....	Gas. lch. Kemah.....		Darien, Conn.....
Jan. 15	Biscayne Bay.....	2 mi. S.....	Gas. lch. Amber Jack.....		Miami, Fla.
Feb. 4	Fort Lauderdale.....	200 yds. SW.....	Gas. yt. Mindanao.....	23	New York City.....
Feb. 5	do.....	4 mi. NNE.....	Str. (Cuban) Bayamo.....	3,296	Havana, Cuba.....
Mar. 14	Gilberts Bar.....	2 $\frac{1}{2}$ mi. SW.....	Gas. lch. Marguerite.....		Jansen, Fla.
Mar. 29	Fort Lauderdale.....	1 mi. S.....	Gas. lch. Granger.....		Miami, Fla.
Apr. 1	Gilberts Bar.....	$\frac{1}{2}$ mi. S.....	Gas. lch., no name.....		Stuart, Fla.
June 11	Bulow.....	4 mi. S.....	Gas. lch. Capt. Jack.....		Ormond, Fla. . . .
	Total.....				

For summary of the foregoing table see page 16.

DISTRICT NO. 9.—EMBRACING GULF

1907.					
Aug. 17	Aransas.....	1 $\frac{1}{2}$ mi. E.....	Gas. sc. Olga.....	82	Brownsville, Tex. .
Aug. 21	do.....	1 $\frac{1}{2}$ mi. E.....	Gas. lch., no name.....		Rockport, Tex. . .
Sept. 23	Santa Rosa.....	3 $\frac{1}{2}$ mi. NE.....	Gas. lch. Privateer.....		Pensacola, Fla. . .
Sept. 25	Galveston.....	$\frac{1}{2}$ mi. NNW.....	Gas. lch. Standard.....		Galveston, Tex. . .
Sept. 25	do.....	do.....	Gas. lch. Tarpon.....		do.....
Oct. 2	do.....	2 $\frac{1}{2}$ mi. NE.....	Catboat Evelyne.....		do.....
Oct. 14	San Luis.....	8 $\frac{1}{2}$ mi. NE. by N.....	Slp. Mispaw.....		do.....
Oct. 23	Santa Rosa.....	4 mi. N.....	Gas. lch. Privateer.....		Pensacola, Fla. . .
Oct. 26	do.....	5 mi. NE.....	Gas. lch. Water Boy.....	14	do.....
Oct. 28	Velasco.....	2 $\frac{1}{2}$ mi. W.....	Slp., no name.....		Velasco, Tex. . .
Nov. 1	Aransas.....	600 yds. N.....	Gas. lch. El Berrendo.....		Corpus Christi, Tex.
Nov. 2	do.....	600 yds. N.....	Gas. lch. Nereid.....		Tarpon, Tex. . . .
Nov. 21	Velasco.....	2 $\frac{1}{2}$ mi. SSW.....	Bge. Trilby.....	159	Galveston, Tex. . .
Nov. 22	Galveston.....	$\frac{1}{2}$ mi. N.....	Gas. lch. Madge.....		do.....
Nov. 22	Velasco.....	3 $\frac{1}{2}$ mi. SW.....	Bge. Hopper.....	280	do.....
Nov. 28	Galveston.....	$\frac{1}{2}$ mi. N.....	Sc. Fannie.....	40	Lake Charles, La. .
Dec. 10	Sabine Pass.....	2 mi. ESE.....	Str. Gertrude.....	34	Galveston, Tex. . .
Dec. 22	Galveston.....	2 $\frac{1}{2}$ mi. NNE.....	Sc. Myrtle Belle.....		do.....
Dec. 23	Saluria.....	2 $\frac{1}{2}$ mi. SW. by W.....	Gas. sc. Essay.....	12	Port Lavaca, Tex. .
1908.					
Jan. 3	do.....	3 mi. N. by E.....	Sc. Dependence.....	47	Pensacola, Fla. . .
Jan. 10	Galveston.....	$\frac{1}{2}$ mi. SE.....	Slp. Sanantonio.....		Galveston, Tex. . .
Jan. 10	do.....	10 mi. E.....	Gas. sc. E. O. Gladdys.....	29	Brashear, La. . . .
Jan. 11	Aransas.....	$\frac{1}{2}$ mi. N.....	Gas. lch. Dolly Gray.....		Rockport, Tex. . .
Feb. 1	Brazos.....	1 $\frac{1}{2}$ mi. NW.....	Catboat Captain Reed.....		Isabel, Tex.
Feb. 8	Galveston.....	9 mi. W.....	Slp. Sanantonio.....		Galveston, Tex. . .
Feb. 17	Santa Rosa.....	3 $\frac{1}{2}$ mi. NW.....	Nph. lch. Eagle.....		Pensacola, Fla. . .
Mar. 1	Galveston.....	$\frac{1}{2}$ mi. N.....	Sc. Fortuna.....	85	New York City.....
Mar. 6	Santa Rosa.....	$\frac{1}{2}$ mi. NE.....	Gas. lch. Robert L. E.....		Pensacola, Fla. . .
Mar. 8	Galveston.....	4 mi. NW.....	Sc. Traveler.....	9	Galveston, Tex. . .
Mar. 15	Saluria.....	3 mi. N. by E.....	Gas. sc. Louisa.....	10	Port Lavaca, Tex. .
Mar. 20	Santa Rosa.....	10 mi. E.....	Sc. Althea Franklin.....	36	Pensacola, Fla. . .
Apr. 3	do.....	100 yds. N.....	Sailboat, no name.....		From U. S. S. Scorpion.

of 1908—Continued.

CAROLINA, GEORGIA AND EASTERN FLORIDA—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Clayton, N. Y., to Palm Beach, Fla.		\$1,500		\$1,500		3		1	1
Broke from mooring		60		60					
Daytona, Fla., to Miami, Fla.		500		500		1			
Titusville, Fla., to Jacksonville.	Oranges...	3,500	\$1,500	5,000		4			
Not on voyage		90		90					
Pittsburg, Pa., to Miami, Fla.		5,000		5,000		6			
Miami, Fla., fishing trip		300		300		2		2	2
New York City to Miami, Fla.		10,000		10,000		12			
New York to Tampico, Mex.	Merchandise.	200,000	150,000	350,000	\$.00,000	40		4	10
In harbor		400		400		5			
Summerville, N. J., to Cat Key, Fla.		2,000		2,000	100	1		1	1
Lying at wharf		500		500		7			
Bulow, Fla., to Ormond, Fla.		100		100		4			
		230,290	151,630	381,920	100,210	105		13	19

COAST OF THE UNITED STATES.

Lake Charles, La., to Corpus Christi, Tex.	Lumber...	\$6,000	\$2,500	\$8,500		5			
Adrift		200		200		1			
Pleasure trip		500		500		7			
do		4,000		4,000		15			
Adrift		2,500		2,500		2			
Cap-sized		55		55	\$25	2			
do		225		225		1		1	6
Pleasure trip		500		500		9			
In harbor		1,500		1,500		4			
Christmas Bay, Tex., to Velasco, Tex.	Oysters	400	10	410		1			
Rockport, Tex., to Tarpon, Tex.		3,500		3,500		3			
Pleasure trip		4,000		4,000	350	4			
Dragged anchors	Rock	5,000	650	5,650		1			
Adrift		350		350		1			
Dragged anchors	Rock	5,000	1,490	6,490		1			
Galveston, Tex., to Lake Charles, La.		1,000		1,000		2			
In harbor		12,000		12,000		6			
Galveston, Tex., to East Bay, Tex.		150		150		3		3	3
Saluria, Tex., to Port Lavaca, Tex.	Wood	800	50	850		2			
In harbor		5,000		5,000		9			
Adrift		300		300	5	1			
Mermonteau, La., to Galveston, Tex.	Cotton	2,000	2,600	4,600	300	3		3	3
Rockport, Tex., to Tarpon, Tex.		3,500		3,500		7			
In harbor		150		150		1			
On fishing trip		100		100	10	2			
Adrift		700		700		5			
From fishing banks to Galveston, Tex.	Fish	10,200	1,200	11,400		10			
On pleasure trip		1,500		1,500		9			
In harbor		700		700		1			
On fishing trip		1,000		1,000		2			
do	Fish	3,500	400	3,900	200	6			
On pleasure trip		150		150		3			

Table of casualties, season

DISTRICT NO. 9.—EMBRACING GULF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
Apr. 26	Santa Rosa.....	6 mi. W.....	Sc. Maud Spurling.....	53	Pensacola, Fla....
Apr. 26	Galveston.....	200 yds. E.....	Small boat, no name.....		Galveston, Tex....
May 1	Brazos.....	2½ mi. NW.....	Gas. lch. Gavanta.....		Tarpon Beach, Tex.
May 3	do.....	2½ mi. N.....	Sc. Cazador.....	31	Brashear, La.....
May 5	Santa Rosa.....	100 ft. N.....	Gas. lch. Privateer.....		Pensacola, Fla....
May 9	Brazos.....	2 mi. N.....	Slp. Juanita.....		Isabel, Tex.....
May 10	Santa Rosa.....	250 yds. N.....	Gas. lch., no name.....		Pensacola, Fla....
May 11	Galveston.....	350 yds. N.....	Catboat, no name.....		Galveston, Tex....
May 14	San Luis.....	¾ mi. NW.....	Gas. lch. Clark.....		do.....
May 18	Santa Rosa.....	3 mi. N.....	Gas. lch. Privateer.....		Pensacola, Fla....
May 30	Galveston.....	300 yds. NW..	Nph. lch. Fortuna.....		Galveston, Tex....
June 1	Santa Rosa.....	¾ mi. NE.....	Yawl, no name.....		Fort Pickens, Fla.
June 6	Aransas.....	1 mi. N.....	Gas. sc. Katie M.....	48	Corpus Christi, Tex.
June 20	do.....	2½ mi. E.....	Slp. Iola.....		do.....
	Total.....				

For summary of the foregoing table, see page 16.

DISTRICT NO. 10.—EMBRACING COASTS

1907.					
July 1	Erie.....	6 mi. NNW...	Gas. lch. Gerald D.....	9	Erie, Pa.....
July 2	Fairport.....	¼ mi. N.....	Canoe Peter Pan.....		Painesville, Ohio..
July 4	Louisville.....	Falls of the Ohio.	Gas. lch. Sir Huon.....		Vevay, Ind.....
July 5	do.....	do.....	Skiff, no name.....		Louisville, Ky....
July 7	Charlotte.....	2 mi. NE.....	Slp. yt., no name.....		Charlotte, N. Y....
July 8	Cleveland.....	¾ mi. N.....	Gas. lch., no name.....		Cleveland, Ohio....
July 8	Charlotte.....	3 mi. NW.....	Scow, no name.....		Crescent Beach, N. Y.
July 8	Erie.....	4 mi. NE.....	Catboat, no name.....		Erie, Pa.....
July 12	do.....	¾ mi. S. by W.	Gas. lch. Thelma.....		do.....
July 14	Louisville.....	Falls of the Ohio.	Skiff, no name.....		Louisville, Ky....
July 14	do.....	do.....	Sailboat, no name.....		do.....
July 14	do.....	do.....	Skiff, no name.....		do.....
July 17	Marblehead.....	1 mi. NW.....	Slp., no name.....		Lakeside, Ohio....
July 19	Charlotte.....	2 mi. SE.....	Gas. lch. Montague.....		Rochester, N. Y....
July 23	do.....	8 mi. NE.....	Gas. lch. Lygian.....		do.....
July 24	Cleveland.....	335 yds. SE.....	Gas. lch., no name.....		Cleveland, Ohio....
July 24	Fairport.....	¼ mi. N.....	Skiff, no name.....		Fairport, Ohio....
July 26	Charlotte.....	5 mi. E.....	Slp. Vista (Br.).....		Toronto, Ont.....
July 26	Marblehead.....	¼ mi. W.....	Nph. lch. Dispatch.....		Sandusky, Ohio....
July 29	Charlotte.....	2 mi. NE.....	Slp. Fawn.....		Charlotte, N. Y....
July 28	Buffalo.....	1½ mi. NW.....	Gas. lch., no name.....		Tonawanda, N. Y..
July 31	do.....	1 mi. W.....	Slp. Ida.....		Buffalo, N. Y....
Aug. 13	Niagara.....	1 mi. SE.....	Catboat, no name.....		Niagara, Canada..
Aug. 13	Charlotte.....	2 mi. E.....	Slp. Kee Lov II.....		Charlotte, N. Y....
Aug. 13	do.....	¼ mi. N.....	Gas. lch. Winona.....		do.....
Aug. 13	Louisville.....	Falls of the Ohio.	Skiff, no name.....		Louisville, Ky....
Aug. 18	Fairport.....	¾ mi. NNW.....	Str. Kate White.....	24	Cleveland, Ohio....
Aug. 19	Erie.....	4 mi. N. by W.	Gas. lch., no name.....		Erie, Pa.....
Aug. 26	do.....	¾ mi. S.....	Gas. lch., no name.....		do.....

of 1908—Continued.

COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
On fishing trip.....	Ice	\$5,000	\$40	\$5,040	\$5,040	7			
Adrift.....		30		30		2			
Isabel, Tex., to Tarpon Beach, Tex.		1,000		1,000		5			
Tarpon Beach, Tex., to Isabel, Tex.		2,000		2,000		3			
At mooring.....		500		500					
In harbor.....		200		200	10	3			
On pleasure trip.....		400		400		5			
do.....		35		35		2			
On fishing trip.....	Fish	500	20	520		2			
Santa Rosa Island, to Pensacola, Fla.		500		500		2			
On pleasure trip.....		1,100		1,100		9			
In harbor.....		125		125		10			
Galveston, Tex., to Corpus Christi, Tex.	Merchandise.	9,000	5,500	14,500	1,100	6			
Corpus Christi, Tex., to Isabel, Tex.		1,250		1,250	15	2			
.....		98,120	14,460	112,580	7,755	187	.....	7	12

OF LAKES ERIE AND ONTARIO.

On fishing trip.....	Fish and nets	\$1,900	\$700	\$2,600		3			
On pleasure trip.....		35		35		2		2	2
Louisville, Ky., to Vevay, Ind.		600		600		4			
On pleasure trip.....		15		15		3			
do.....		500		500	\$50	2			
Rocky River, Ohio, to Cleveland, Ohio.		400		400		6			
Adrift.....		30		30					
do.....		25		25		1			
On pleasure trip.....		900		900		25			
do.....		5		5		3			
do.....		150		150		4			
Jeffersonville, Ind., to Louisville, Ky.		15		15		4			
Marblehead, Ohio, to Lakeside, Ohio.		10		10		5			
Adrift.....		1,500		1,500		10			
do.....		1,100		1,100		4			
On fire in harbor.....		600		600	50	3			
In harbor.....		5		5		1			
Sodus Point, N. Y., to Charlotte, N. Y.		800		800	100	4		2	2
Erie Beach, Ohio, to Sandusky, Ohio.		100		100		2			
On pleasure trip.....		25		25		2			
Tonawanda, N. Y., to Buffalo, N. Y.		1,200		1,200		13			
Adrift.....		400		400		2			
Niagara, Canada, to Youngstown, N. Y.		40		40		2			
On pleasure trip.....		1,800		1,800		4			
Lying at pier.....		6,000		6,000		5			
In harbor.....		40		40	—40	1			
Cleveland, Ohio, to Erie, Pa.		5,000		5,000	5,000	6			
On pleasure trip.....		1,100		1,100		14			
Adrift.....		1,000		1,000		3			

Table of casualties, season

DISTRICT NO. 10.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Aug. 28	Fairport.....	$\frac{1}{2}$ mi. N.....	Nph. lch. Marion.....		Painesville, Ohio..
Aug. 29	Buffalo.....	Horseshoe Reef.....	Gas. yt. Puritana.....	23	Toledo, Ohio.....
Sept. 1	Charlotte.....	2 mi. NW.....	Gas. lch. Bulla.....		Rochester, N. Y..
Sept. 1	do.....	$\frac{1}{2}$ mi. N.....	Gas. lch. Vesuvius.....		Charlotte, N. Y..
Sept. 1	Louisville.....	Falls of the Ohio.....	Skiff, no name.....		Louisville, Ky....
Sept. 2	Charlotte.....	$\frac{3}{4}$ mi. N.....	Sailboat, no name.....		Charlotte, N. Y..
Sept. 8	Cleveland.....	$\frac{3}{4}$ mi. W.....	Gas. lch., no name.....		Cleveland, Ohio...
Sept. 9	Fairport.....	7 mi. NW.....	Gas. lch. Marion.....		Painesville, Ohio..
Sept. 12	Ashtabula.....	$1\frac{1}{2}$ mi. E.....	Scow Buster.....		Cleveland, Ohio...
Sept. 13	Louisville.....	Falls of the Ohio.....	Skiff, no name.....		Cincinnati, Ohio..
Sept. 14	Erie.....	$3\frac{1}{2}$ mi. NW.....	Gas. lch. Otter.....		Erie, Pa.....
Sept. 21	Louisville.....	Falls of the Ohio.....	Skiff, no name.....		Louisville, Ky....
Sept. 24	Erie.....	$\frac{3}{4}$ mi. W.....	Catboat, no name.....		Erie, Pa.....
Sept. 24	Cleveland.....	$\frac{1}{2}$ mi. W.....	Scow No. 7.....		Cleveland, Ohio...
Sept. 28	Ashtabula.....	$\frac{1}{2}$ mi. NNE.....	Scow, no name.....		Ashtabula, Ohio...
Oct. 4	Louisville.....	Falls of the Ohio.....	Sailboat, no name.....		Louisville, Ky....
Oct. 9	Marblehead.....	$3\frac{1}{2}$ mi. N.....	Str. Lizzie Madden.....	690	Port Huron, Mich.
Oct. 26	Louisville.....	Falls of the Ohio.....	Shanty boat, no name.....		Jeffersonville, Ind.
Oct. 29	Niagara.....	1 mi. SE.....	Canoe, no name.....		Youngstown, Ohio.
Oct. 30	do.....	$\frac{1}{2}$ mi. SE.....	Nph. lch. Jimbo.....		Niagara Falls, N. Y.
Nov. 2	Buffalo.....	Horseshoe Reef.....	Sc. Myrtie.....	25	Buffalo, N. Y.....
Nov. 7	Ashtabula.....	1 mi. NNE.....	Sc. F. A. Georger.....	825	Cleveland, Ohio...
Nov. 13	Buffalo.....	4 mi. SE.....	Str. Frank H. Peavey.....	5,002	Duluth, Minn.....
Nov. 25	Erie.....	1 mi. WSW.....	Slp., no name.....		Erie, Pa.....
Nov. 25	Marblehead.....	4 mi. W.....	Nph. lch. Major Wilcox (and tow).		Sandusky, Ohio...
Dec. 5	do.....	4 mi. SE.....	Nph. lch. Guess.....		Marblehead, Ohio.
Dec. 5	Louisville.....	Falls of the Ohio.....	Shanty boat, no name.....		Louisville, Ky....
Dec. 18	do.....	do.....	Barge, no name.....		do.....
1908.					
Feb. 12	do.....	do.....	Flatboat Tom.....		do.....
Mar. 5	do.....	do.....	Flatboat Ed.....		do.....
Mar. 26	Marblehead.....	5 mi. E.....	Gas. lch., no name.....		Sandusky, Ohio..
Apr. 8	Fairport.....	$1\frac{1}{2}$ mi. NW.....	Gas. lch., The Happy Boy.....		Richmond, Ohio..
Apr. 10	Louisville.....	$\frac{1}{2}$ mi. NW.....	Flatboat, no name.....		Louisville, Ky....
Apr. 12	do.....	Falls of the Ohio.....	Gas. lch. Lillian R.....		do.....
Apr. 14	do.....	do.....	Shanty boat, no name.....		Twelve-mile Island, Ky.
Apr. 17	Cleveland.....	5 mi. WSW.....	Gas. lch. Ada.....		Cleveland, Ohio...
Apr. 17	do.....	do.....	Gas. lch. Tuxedo Club.....		do.....
Apr. 19	Louisville.....	Falls of the Ohio.....	Gas. lch. Egna.....		Louisville, Ky....
Apr. 19	do.....	do.....	Flatboat, no name.....		do.....
May 2	Erie.....	$\frac{1}{2}$ mi. NW. by W.....	Rowboat, no name.....		Erie, Pa.....
May 4	Cleveland.....	$\frac{1}{2}$ mi. NW.....	Gas. yt. Henry K.....		Cleveland, Ohio...
May 5	Louisville.....	Falls of the Ohio.....	Gas. lch. Vivace.....		Louisville, Ky....
May 10	Erie.....	$\frac{1}{2}$ mi. E.....	Rowboat Saltzman.....		Erie, Pa.....
May 10	do.....	$\frac{1}{2}$ mi. SSW.....	Sloop, no name.....		do.....
May 12	Big Sandy.....	3 mi. S.....	Gas. lch., no name.....		Little Sandy, Ohio

of 1908—Continued.

OF LAKES ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
On pleasure trip.....		\$1,000		\$1,000		3			
Sacket Harbor, N. Y., to Buffalo, N. Y.		5,000		5,000		4			
Adrift.....		1,000		1,000		8			
do.....		800		800		8			
On pleasure trip.....		10		10		3			
Adrift.....		25		25		2			
Rocky River, Ohio, to Cleveland, Ohio.		800		800		3			
Rondeau, Canada, to Fairport, Ohio.		1,000		1,000		2		2	2
Not on voyage.....		8,000		8,000	\$500	11			
Cincinnati, Ohio, to Evansville, Ind.		10		10		1			
Lying at pier.....		200		200		2			
On pleasure trip.....		30		30		2			
Crossing bay.....		25		25		1			
Not on voyage.....		2,000		2,000		2			
Adrift.....		500		500		2			
On pleasure trip.....		150		150		2			
Sandusky, Ohio, to Kelleys Island, Ohio.	Stone.....	40,000	\$500	40,500		14			
On pleasure trip.....		100		100		3			
Youngstown, Ohio, to Niagara L. S. Station.		35		35		1	1		
On pleasure trip.....		400		400	50	5			
Buffalo, N. Y., to Tonawanda, N. Y.		6,000		6,000	6,000	4			
Ashtabula, Ohio, to Cleveland, Ohio.		12,000		12,000	150	8		1	1
Not on voyage.....		300,000		300,000	10,000	23			
Adrift.....		50		50		1			
Catawba Island, Ohio, to West Harbor, Ohio.		3,500		3,500		1			
Marblehead, Ohio, to Sandusky, Ohio.		500		500	75	4			
Louisville, Ky., to Mount Vernon, Ind.		100		100		12			
Adrift.....	Coal.....	1,700	400	2,100		8			
do.....		500		500		2			
do.....	Coal.....	300	65	365		5			
Sandusky, Ohio, to Marblehead, Ohio.		50		50		2			
On fishing trip.....	Fish.....	300	25	325		2			
On pleasure trip.....		5		5		1			
do.....		1,000		1,000		5			
Twelve-mile Island, Ky., to Salt River, Ky.		30		30		4			
Cleveland, Ohio, to fishing grounds.		1,500		1,500		4			
On fishing trip.....		500		500		5			
On pleasure trip.....		250		250		2			
do.....		5		5		2			
Erie, Pa., to Peninsula.....		55		55		1		1	1
Cleveland, Ohio, on trial trip.		1,000		1,000		4			
On pleasure trip.....		1,000		1,000	15	1			
On fishing trip.....		65		65		2			
On pleasure trip.....		25		25		2			
Not on voyage.....		200		200		2			

Table of casualties, season

DISTRICT NO. 10.—EMBRACING COASTS

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
May 13	Niagara.....	1 mi. W.....	Rowboat, no name.....		Fort Niagara, N. Y.
May 16	Erie.....	1 mi. NW. by W.....	Slp. yt. Scorpion.....	14	Erie, Pa.....
May 18	Charlotte.....	50 ft. N.....	Nph. lch., no name.....		Rochester, N. Y..
May 18	Buffalo.....	$\frac{1}{2}$ mi. NW.....	Catboat, no name.....		Buffalo, N. Y.....
May 23	Charlotte.....	1 mi. NNW.....	Nph. lch. Belle.....		Charlotte, N. Y.....
May 24	Big Sandy.....	2 mi. S.....	Gas. lch., no name (Br.).....		Guananoque, Canada.
May 24	Cleveland.....	$\frac{1}{2}$ mi. S.....	Gas. lch. Hustler.....		Cleveland, Ohio...
May 25	Buffalo.....	$\frac{1}{2}$ mi. S.....	Shell, no name.....		Buffalo, N. Y.....
May 26	Louisville.....	Falls of the Ohio.	Canoe, no name.....		Louisville, Ky....
May 28	do.....	do.....	Gas. yt. Thelma.....		do.....
May 30	Erie.....	Erie, Pa.....	Gas. lch. Ida.....		Erie, Pa.....
May 31	Louisville.....	Falls of the Ohio.	Skiff, no name.....		New Martinsville, W. Va.
June 1	Erie.....	$3\frac{1}{2}$ mi. E. by N.	Gas. lch. Camille.....		Erie, Pa.....
June 6	Charlotte.....	$\frac{1}{2}$ mi. NNE.....	Small boat, no name.....		Charlotte, N. Y.....
June 6	Louisville.....	1 mi. NW.....	Flatboat, no name.....		Prospect, Ky.....
June 6	do.....	$\frac{1}{2}$ mi. NW.....	Skiff, no name.....		Cincinnati, Ohio..
June 6	do.....	$\frac{1}{2}$ mi. N.....	Gas. yt. Thelma.....		Louisville, Ky....
June 7	Oswego.....	$\frac{1}{2}$ mi. NE.....	Skiff, no name.....		Oswego, N. Y.....
June 8	Erie.....	$\frac{1}{2}$ mi. WSW.....	Gas. lch. Hoodoo.....		Erie, Pa.....
June 14	Charlotte.....	$1\frac{1}{2}$ mi. NE. by E.	Skiff, no name.....		Charlotte, N. Y.....
June 14	Louisville.....	$\frac{1}{2}$ mi. N.....	Skiff Sallie F.....		Louisville, Ky.....
June 15	Marblehead.....	$\frac{1}{2}$ mi. E.....	Nph. lch. Nellie.....		Sand Point, Ohio..
June 15	Cleveland.....	8 mi. N.....	Sc. Sligo (Br.).....		St. Catharines, Canada.
June 16	Fairport.....	$1\frac{1}{2}$ mi. SW.....	Gas. lch. Alleretta.....		Cleveland, Ohio...
June 19	Marblehead.....	2 mi. N.....	Canoe, no name.....		Lakeside, Ohio....
June 20	Louisville.....	$\frac{1}{2}$ mi. N.....	Flat boat, no name.....		Louisville, Ky.....
June 21	Buffalo.....	$\frac{1}{2}$ mi. W.....	Gas. lch. Leda.....		Buffalo, N. Y.....
June 21	do.....	200 ft. N.....	Shell Ed Kelly.....		do.....
June 21	Erie.....	$\frac{1}{2}$ mi. WSW.....	Yaw! Phyllis.....		Erie, Pa.....
June 21	do.....	$\frac{1}{2}$ mi. E.....	Skiff, no name.....		do.....
June 24	do.....	$\frac{1}{2}$ mi. ENE.....	Rowboat, no name.....		do.....
June 26	Ashtabula.....	200 yds. W.....	Gas. lch., no name.....		Ashtabula, Ohio...
June 29	Marblehead.....	8 mi. SW.....	Slp. yt., no name.....		Sandusky, Ohio...
June 29	do.....	1 mi. W.....	Nph. lch., no name.....		Marblehead, Ohio..
	Total.....				

For summary of the foregoing table see page 17.

DISTRICT NO. 11.—EMBRACING COASTS

1907.					
July 2	Duluth.....	$\frac{1}{2}$ mi. SW.....	Shell, no name.....		Duluth, Minn.....
July 7	Two Heart River.....	$\frac{1}{2}$ mi. NNE.....	Str. James H. Martin.....	36	Grand Haven, Mich.
July 7	Duluth.....	3 mi. SW.....	Gas. lch. Lemon.....		Duluth, Minn.....
July 13	do.....	$1\frac{1}{2}$ mi. SE.....	Catboat Pokegima.....		do.....
July 13	do.....	$\frac{1}{2}$ mi. SE.....	Gas. lch. Skibo.....		do.....
July 14	Deer Park.....	$3\frac{1}{2}$ mi. NE.....	Gas. lch., no name.....		Deer Park, Mich..
July 15	Duluth.....	$\frac{1}{2}$ mi. SE.....	Slp. Agwinde.....		Duluth, Minn.....
July 15	do.....	3 mi. SE.....	Catboat, no name.....		do.....
July 17	do.....	200 ft. SE.....	Gas. lch., no name.....		do.....
July 17	do.....	$\frac{1}{2}$ mi. SE.....	Sail boat, no name.....		do.....
July 22	Vermilion and Crisps.....	$1\frac{1}{2}$ mi. WNW. of Vermilion Station.	Sc. bge. B. B. Buckhout...	351	Port Huron, Mich.

of 1908—Continued.

OF LAKES ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Niagara, Canada, to Fort Niagara, N. Y.		\$10		\$10		2			
On fire at mooring.		2,000		2,000	\$1,500	1			
Bear Creek, N. Y., to Charlotte, N. Y.		50		50		1			
On pleasure trip.		80		80		1			
do.		700		700		4			
Oswego, N. Y., to Guananoque, Canada.		150		150		2			
Lying at pier.		700		700		1		1	1
In harbor.		100		100		1			
On pleasure trip.		35		35		2			
do.		100		100		2			
On fishing trip.		2,000		2,000		4			
New Martinsville, W. Va., to Memphis, Tenn.		50		50		2			
Lake Erie to Erie, Pa.		1,000		1,000	5	9			
On pleasure trip.		35		35		2		2	2
Prospect, Ky., to White City, Ky.		5		5		1			
Cincinnati, Ohio, to Louisville, Ky.		10		10		3			
On pleasure trip.		100		100		5			
On fishing trip.		30		30		2			
On pleasure trip.		180		180		5			
do.		35		35		2			
do.		20		20		2			
Lying at moorings.		100		100					
Pelee Island to Port Stanley, Canada.	Stone	3,000	\$200	3,200		6			
Cleveland, Ohio, to Fairport, Ohio.		450		450		9		9	9
Marblehead, Ohio, to Lakeside, Ohio.		30		30		1			
On pleasure trip.		5		5		2			
In harbor.		3,000		3,000	10	5			
On practice.		100		100		1			
In harbor.		80		80		2			
On fishing trip.		10		10		4		2	2
Adrift.		25		25					
do.		500		500	10	2			
do.		10		10					
Marblehead, Ohio, to Lakeside, Ohio.		175		175		1			
		431,890	1,890	433,780	23,555	409	1	22	22

OF LAKES HURON AND SUPERIOR.

Pleasure trip.		\$750		\$750		9			
Grand Marais, Mich., to Two Heart River, Mich.		6,000		6,000		5			
On pleasure trip.		200		200		3			
In harbor.		75		75		6			
Adrift.		500		500	\$10	3			
Two Heart River, Mich., to Deer Park, Mich.		200		200		3			
Lying at dock.		150		150					
On pleasure trip.		100		100		3			
Adrift.		100		100		3			
At moorings.		50		50					
Two Harbors, Minn., to Bay City, Mich.	Lumber	3,000	\$7,000	10,000	1,750	6			

Table of casualties, season

DISTRICT NO. 11.—EMBRACING COASTS OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
July 22	Vermillion and Crisps.	1½ mi. WNW. of Vermillion Station.	Str. Homer Warren.	448	Port Huron, Mich.
July 22	Crisps.	4½ mi. E. by N.	Sc. bge. Thomas H. Cahoon	431	do.
July 22	Duluth.	1 mi. N.	Shell, no name.		Duluth, Minn.
July 24	do.	1 mi. SW.	Gas. lch. Kathrine.		do.
July 25	do.	1 mi. SE.	Slp. yt. Yaqui.		do.
July 26	Hammond.	2½ mi. E.	Gas. yt. Yankee.		Detroit, Mich.
July 27	Duluth.	3 mi. SE.	Gas. lch. Omer.		Superior, Wis.
July 29	Vermillion.	7 mi. E.	Str. John Crerar.	1,550	Duluth, Mich.
Aug. 1	Harbor Beach.	220 yds. ENE.	Sail boat, no name.		Harbor Beach, Mich.
Aug. 1	Tawas.	400 yds. S.	Catboat Venetta.		Au Sable, Mich.
Aug. 1	Duluth.	1 mi. S.	Gas. lch. The Kid.		Duluth, Minn.
Aug. 2	Tawas.	6 mi. W.	Yt. Caribou.		Bay City, Mich.
Aug. 5	Harbor Beach.	½ mi. E.	Sc. Jennie Weaver.	88	Milwaukee, Wis.
Aug. 5	Portage.	1 mi. NE.	Gas. lch., no name.		Hancock, Mich.
Aug. 7	Duluth.	½ mi. S.	Gas. lch., no name.		Duluth, Minn.
Aug. 9	Harbor Beach.	1½ mi. S.	Sail boat, no name.		Harbor Beach, Mich.
Aug. 10	Duluth.	2½ mi. S.	Slp. yt. Voyager.		Duluth, Minn.
Aug. 11	Marquette.	½ mi. SW.	Yt. Eagle.		Marquette, Mich.
Aug. 12	Harbor Beach.	½ mi. N.	Gas. lch. Robert R.		Port Huron, Mich.
Aug. 13	Port Austin.	1½ mi. NW.	Gas. yt. Josephine H.		Detroit, Mich.
Aug. 14	Duluth.	2 mi. S.	Catboat Pokegama.		Duluth, Minn.
Aug. 15	Harbor Beach.	275 yds. E.	Gas. lch., no name.		Detroit, Mich.
Aug. 16	Duluth.	½ mi. NW.	Gas. lch., no name.		Duluth, Minn.
Aug. 18	do.	1 mi. SE.	Slp. yt. Banshee.		do.
Aug. 18	do.	1 mi. SE.	Sc. Mildred J.		do.
Aug. 18	do.	1 mi. SE.	Gas. lch. Swallow.		do.
Aug. 18	do.	1 mi. SE.	Catboat, no name.		do.
Aug. 19	Marquette.	1 mi. SW.	Pile driver, no name.		Marquette, Mich.
Aug. 19	Duluth.	500 yds. SW.	Slp. yt. Kenehenodin.		Minneapolis, Minn.
Aug. 20	do.	1 mi. NW.	Gas. lch. Skibo.		Duluth, Minn.
Aug. 21	Harbor Beach.	2 mi. SE.	Sail boat, no name.		Harbor Beach, Mich.
Aug. 22	Duluth.	1 mi. SE.	Gas. lch., no name.		Duluth, Minn.
Aug. 22	do.	100 yds. S.	Gas. lch., no name.		do.
Aug. 23	do.	½ mi. S.	Catboat Sweetheart.		do.
Aug. 23	do.	1 mi. SE.	Gas. lch. Skibo.		do.
Aug. 23	do.	1 mi. S.	Slp. yt. Viking.		do.
Aug. 24	do.	3 mi. SE.	Gas. lch., no name.		do.
Aug. 26	Thunder Bay Island.	½ mi. NW.	Slp. yt. Tarpon.	26	Milwaukee, Wis.
Aug. 30	Hammond.	2½ mi. W.	Str. Helen C.	622	Manistee, Mich.
Aug. 30	Marquette.	4 mi. N.	Str. Nyanza.	2,296	Erie, Pa.
Aug. 31	Thunder Bay Island.	Off station.	Sc. bge. B. B. Buckhout.	351	Port Huron, Mich.
Sept. 1	Marquette.	½ mi. SW.	Str. Rappahannock.	2,380	Duluth, Minn.
Sept. 5	Harbor Beach.	½ mi. ESE.	Str. Douglas.	230	do.
Sept. 13	Duluth.	½ mi. SE.	Slp. yt. Banshee.		do.
Sept. 18	Harbor Beach.	200 yds. E.	Slp. yt. Athene.	7	Port Huron, Mich.
Sept. 20	Two Heart River.	½ mi. ENE.	Sail boat (Br.), no name.		Batchewana, Canada.
Sept. 21	Vermillion and Crisps.	1½ mi. W. of Vermillion Station.	Str. Alex Nimick.	1,968	Cleveland, Ohio.
Sept. 22	Port Austin.	½ mi. NW.	Gas. lch. Clara M. S.		Bay City, Mich.
Sept. 24	Harbor Beach.	½ mi. SE.	Skiff, no name.		Harbor Beach, Mich.

of 1908—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Duluth, Minn., to Saginaw, Mich.	Lumber ..	\$15,000	\$10,000	\$25,000	.....	13	.....	.....	.....
.....do.....	do.....	6,000	18,000	24,000	.....	6	.....	.....	.....
On pleasure trip.....		75	.....	75	.....	2	.....	.....	.....
.....do.....		1,500	.....	1,500	.....	2	.....	.....	.....
Lying at dock.....		300	.....	300	.....	2	.....	.....	.....
In harbor.....		1,400	.....	1,400	\$1,400	4	.....	.....	.....
Adrift.....		175	.....	175	.....	4	.....	.....	.....
Duluth, Minn., to Kingston, Ont.	Wheat....	140,000	57,800	197,800	.....	22	.....	.....	.....
On pleasure trip.....		100	.....	100	.....	3	.....	.....	.....
Au Sable, Mich., to Tawas Beach, Mich.		250	.....	250	.....	1	.....	.....	.....
Superior, Wis., to Duluth, Minn.		400	.....	400	.....	1	.....	.....	.....
East Tawas, Mich., to Bay City, Mich.		600	.....	600	.....	3	.....	.....	.....
Detroit, Mich., to Alpena, Mich.		2,000	.....	2,000	.....	3	.....	.....	.....
Adrift.....		600	.....	600	.....	3	.....	.....	.....
.....do.....		800	.....	800	.....	1	.....	.....	.....
On pleasure trip.....		150	.....	150	.....	2	.....	.....	.....
In boat race.....		150	.....	150	.....	3	.....	.....	.....
In harbor.....		400	.....	400	.....	.....	.....	.....	.....
Muskegon, Mich., to Port Huron, Mich.		2,200	.....	2,200	25	2	.....	.....	.....
Detroit, Mich., to Mackinac, Mich.		5,000	.....	5,000	.....	8	.....	.....	.....
Adrift.....		75	.....	75	.....	3	.....	.....	.....
Lying at mooring.....		500	.....	500	.....	.....	.....	.....	.....
Adrift.....		250	.....	250	.....	2	.....	.....	.....
At mooring.....		250	.....	250	.....	.....	.....	.....	.....
At dock.....		100	.....	100	.....	.....	.....	.....	.....
At mooring.....		300	.....	300	.....	.....	.....	.....	.....
.....do.....		150	.....	150	.....	.....	.....	.....	.....
Dragged anchor.....		1,000	.....	1,000	.....	.....	.....	.....	.....
Capsized.....		500	.....	500	.....	4	.....	.....	.....
Adrift.....		500	.....	500	.....	14	.....	.....	.....
.....do.....		100	.....	100	.....	2	.....	.....	.....
Parted mooring.....		400	.....	400	.....	.....	.....	.....	.....
Adrift.....		1,200	.....	1,200	.....	1	.....	.....	.....
On pleasure trip.....		150	.....	150	.....	2	.....	.....	.....
Adrift.....		500	.....	500	15	2	.....	.....	.....
Out racing.....		250	.....	250	.....	3	.....	.....	.....
Pleasure trip.....		1,200	.....	1,200	10	1	.....	.....	.....
Green Bay, Wis., to Bay City, Mich.		2,500	.....	2,500	.....	9	.....	.....	.....
Chicago, Ill., to Hammonds Bay, Mich.	Telegraph poles.	30,000	400	30,400	.....	14	.....	.....	.....
Sault Ste. Marie to Marquette, Mich.		50,000	.....	50,000	.....	17	.....	.....	.....
Blind River, Canada, to Saginaw, Mich.	Lumber....	3,000	5,000	8,000	.....	7	.....	.....	.....
Ashland, Wis., to Marquette, Mich.		100,000	.....	100,000	50	20	.....	.....	.....
Alpena, Mich., to Detroit, Mich.	General...	8,000	1,500	9,500	.....	15	.....	.....	.....
Adrift.....		250	.....	250	.....	.....	.....	.....	.....
At mooring.....		200	.....	200	.....	.....	.....	.....	.....
Sucker River, Mich., to Batchewana, Canada.	H/H goods	300	150	450	.....	9	.....	.....	.....
Buffalo, N. Y., to Duluth, Minn.	Coal.....	50,000	20,000	70,000	70,000	17	6	11	22
In harbor.....		2,500	.....	2,500	.....	4	.....	.....	.....
Adrift.....		10	.....	10	.....	2	.....	.....	.....

Table of casualties, season

DISTRICT NO. 11.—EMBRACING COASTS OF

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Sept. 23	Duluth.....	1 mi. W.....	Gas. lch. Mandy.....		Duluth, Minn.....
Sept. 23	do.....	do.....	Gas. lch., no name.....		do.....
Sept. 29	do.....	1½ mi. S.....	Gas. lch. Zurich.....		do.....
Sept. 29	do.....	1½ mi. W.....	Gas. lch. Skibo.....		do.....
Oct. 2	do.....	3 mi. SE.....	Slp. yt. Scud.....		do.....
Oct. 8	Harbor Beach.....	½ mi. S.....	Lighter, no name.....		do.....
Oct. 8	do.....	¾ mi. S.....	Slps. (3), no names.....		Harbor Beach, Mich.
Oct. 16	Grand Marais.....	¾ mi. N.....	Gas. lch., no name.....		Grand Marais, Mich.
Oct. 16	Duluth.....	¾ mi. SW.....	Gas. lch. Anna T.....		Duluth, Minn.....
Nov. 2	do.....	¾ mi. S.....	Gas. lch., no name.....		do.....
Nov. 2	do.....	1 mi. S.....	Gas. lch., no name.....		do.....
Nov. 2	do.....	1 mi. S.....	Gas. lch. Margaret L.....		do.....
Nov. 4	Tawas.....	9 mi. NE.....	Str. Raleigh.....	1,205	Detroit, Mich.....
Nov. 6	Sturgeon Point.....	½ mi. S.....	Fish boat, no name.....		Au Sable, Mich.....
Nov. 9	Portage.....	½ mi. NW.....	Str. Louisiana.....	1,929	Cleveland, Ohio.....
Nov. 12	Duluth.....	200 yds. SW.....	Gas. lch. Dispatch.....		Duluth, Minn.....
Nov. 13	Harbor Beach.....	1 mi. E.....	Sc. Baltic.....	915	do.....
Nov. 17	Grand Marais.....	4 mi. E.....	Gas. lch. Elk.....		Deer Park, Mich.....
Nov. 23	Thunder Bay Island.....	2 mi. SW.....	Str. Monohansett ^a	573	Cleveland, Ohio.....
1908.					
Apr. 25	Harbor Beach.....	4 mi. ESE.....	Skiff, no name.....		Harbor Beach, Mich.
May 7	Tawas.....	100 yds. S.....	Lighter, no name.....		Lixey's Fishery, Mich.
May 8	Harbor Beach.....	2 mi. N.....	Lighters (10), no names.....		Cleveland, Ohio.....
May 11	do.....	1½ mi. E.....	Skiff, no name.....		Harbor Beach, Mich.
May 11	Duluth.....	1½ mi. SE.....	Gas. lch., no name.....		Duluth, Minn.....
May 14	Portage.....	½ mi. NW.....	Gas. lch. Norway (and tow).....		Hancock, Mich.....
May 16	Duluth.....	1 mi. SE.....	Gas. lch., no name.....		Duluth, Minn.....
May 20	Harbor Beach.....	20 mi. S.....	Sc. J. L. Green.....	89	Port Huron, Mich.
May 20	Duluth.....	100 yds. N.....	Skiff, no name.....		Duluth, Minn.....
May 20	do.....	200 yds. N.....	Skiff, no name.....		do.....
May 21	Hammond.....	9 mi. NW.....	Str. Joshua W. Rhodes.....	4,871	Cleveland, Ohio.....
May 21	Duluth.....	½ mi. NW.....	Shell, no name.....		Duluth, Minn.....
May 22	Bois Blanc.....	6 mi. SW.....	Str. Mauch Chunk.....	4,499	Buffalo, N. Y.....
May 28	Duluth.....	200 ft. W.....	Gas. lch., no name.....		Duluth, Minn.....
May 30	do.....	½ mi. NW.....	Gas. lch., no name.....		do.....
June 4	do.....	1 mi. SW.....	Gas. lch., no name.....		Port Huron, Mich.
June 5	Marquette.....	½ mi. SW.....	Slp., no name.....		Marquette, Mich.
June 8	Duluth.....	2 mi. NE.....	Skiff, no name.....		Duluth, Minn.....
June 11	do.....	1 mi. SW.....	Gas. lch., no name.....		do.....
June 13	do.....	½ mi. SW.....	Slp. yt. Feather.....		do.....
June 14	do.....	½ mi. NW.....	Gas. lch., no name.....		do.....
June 14	do.....	½ mi. S.....	Slp. yt. Thistle.....		do.....
June 17	Sturgeon Point.....	100 yds. NE.....	Gas. lch. Gypsy.....		Bay City, Mich.....
June 17	Marquette.....	2 mi. SE.....	Gas. lch., no name.....		Marquette, Mich.....
June 21	Duluth.....	1 mi. S.....	Slp. yt. Nemadji.....		Duluth, Minn.....
June 21	do.....	1 mi. S.....	Gas. lch., no name.....		do.....
June 22	Thunder Bay Island.....	5 mi. WSW.....	Fish boat, no name.....		North Point, Mich.
June 26	Duluth.....	½ mi. SE.....	Gas. lch. Lester R.....		Duluth, Minn.....
June 28	do.....	1 mi. S.....	Gas. lch. Lady Jane.....		do.....
June 28	do.....	3 mi. SE.....	Gas. lch., no name.....		Superior, Wis.....
June 29	do.....	½ mi. SE.....	Shell, no name.....		Duluth, Minn.....
June 29	do.....	2 mi. SE.....	Gas. lch., no name.....		do.....
	Total.....				

For summary of the foregoing table see page 17.

^a Destroyed by fire.

of 1908—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
On pleasure trip.....		\$200		\$200		2			
.....do.....		300		300		1			
.....do.....		500		500	\$15	2			
.....do.....		500		500	20	2			
.....do.....		250		250					
Went adrift at Harbor Beach, Mich.	Lumber...	500	\$30	530					
Dragged anchors.		600		600					
Lying at pier.....		500		500		3			
Adrift.....		100		100		3			
Duluth, Minn., to Superior, Wis.		250		250		1			
Superior, Wis., to Duluth, Minn.		400		400		1			
.....do.....		900		900		2			
Ashtabula, Ohio, to Gladstone, Mich.	Coal.....	20,000	5,000	25,000	25	15			
At mooring.....	Fish.....	250	10	260		2			
Allouez Bay, Minn., to Sandusky, Ohio.	Iron ore...	40,000	8,000	48,000	5,000	15			
Adrift.....		1,500		1,500	5	2			
Erie, Pa., to De Pere, Wis.	Coal.....	5,000	6,425	11,425	500	8			
Deer Park, Mich., to Grand Marais, Mich.	H/H goods	200	50	250		3		3	3
Cleveland, Ohio, to Collingwood, Canada.	Coal.....	15,000	2,000	17,000	17,000	12		12	12
On fishing trip.....		40		40		2			
Adrift.....		75		75					
Cleveland, Ohio, to Bay City, Mich.		3,000		3,000					
In harbor.....		20		20		2			
On pleasure trip.....		250		250		2			
Portage, Mich., to Hancock, Mich.		800		800		7			
On pleasure trip.....		250		250		1			
Alpena, Mich., to Lexington, Mich.	Cement and shingles.	1,000	1,700	2,700		4			
Adrift.....		15		15					
.....do.....		5		5					
Buffalo, N. Y., to Milwaukee, Wis.	Coal.....	280,000	41,000	321,000	43,500	26			
In harbor.....		300		300	10	9			
Milwaukee, Wis., to Buffalo, N. Y.	General...	300,000	300,000	600,000		27			
Adrift.....		200		200		1			
Lying at dock.....		300		300					
Adrift.....		450		450		1			
On pleasure trip.....		20		20		3			
On fishing trip.....	Fish.....	25	5	30		2			
Superior, Wis., to Duluth, Minn.		250		250		2			
In harbor.....		150		150		3			
On pleasure trip.....		250		250		1			
.....do.....		150		150		1			
Bay City, Mich., to Alpena, Mich.		400		400		4			
Chocolay River, Mich., to Marquette, Mich.		150		150		6			
On pleasure trip.....		100		100		2			
.....do.....		300		300		8			
Fishing trip.....		150		150	25	2			
On pleasure trip.....		400		400		2			
.....do.....		1,000		1,000		8			
.....do.....		500		500		2			
In harbor.....		200		200		4			
.....do.....		150		150					
		1,120,260	484,070	1,604,330	139,360	480	6	26	37

Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
July 1	Michigan City.....	$\frac{3}{4}$ mi. N.....	Gas. lch. Ark.....		Chicago, Ill.....
July 4	Jackson Park.....	500 ft. E.....	Gas. lch. Joyce B.....		do.....
July 7	Sleeping Bear Point...	8 mi. NE.....	Str. Henry Phipps.....	7,240	Duluth, Minn.....
July 7	Old Chicago.....	4 mi. E. by S. $\frac{1}{2}$ S.....	Gas. lch. Crescent.....		Jackson Park, Ill..
July 7	Sturgeon Bay Canal...	3 mi. NE.....	Gas. lch. Emma.....		Jacksonport, Wis..
July 11	Milwaukee.....	$\frac{3}{4}$ mi. E.....	Slp. Viola.....		Milwaukee, Wis...
July 14	Michigan City.....	2 mi. N.....	Gas. lch. Nautilus.....		Michigan City, Ind.
July 14	Old Chicago.....	$\frac{1}{2}$ mi. E.....	Gas. lch. American Eagle .	10	Chicago, Ill.....
July 15	Holland.....	2 mi. NE.....	Slp. yt. Bay Homir.....		Ottawa Beach, Mich.
July 15	Michigan City.....	$\frac{3}{4}$ mi. NW.....	Gas. lch. Alice (and tow)...		Michigan City, Ind.
July 15	Old Chicago.....	1 $\frac{1}{2}$ mi. ENE.....	Gas. lch. Puritan.....		Chicago, Ill.....
July 18	Charlevoix.....	2 mi. SW.....	Gas. lch. Cupid.....		Charlevoix, Mich..
July 20	Grand Haven.....	4 mi. N. by W.	Gas. lch. Diamond.....		Grand Rapids, Mich.
July 21	Point Betsie.....	135 yds. W.....	Nph. lch. Linden.....		Frankfort, Mich...
July 21	Muskegon.....	1 mi. S. by W.	Gas. lch., no name.....		Muskegon, Mich...
July 21	Michigan City.....	8 mi. E.....	Gas. lch. Roughf Ryder...		Chicago, Ill.....
July 21	Jackson Park.....	3 mi. NE.....	Gas. lch., no name.....		do.....
July 23	Michigan City.....	$\frac{3}{4}$ mi. NW.....	Gas. lch. May B.....		Michigan City, Ind.
July 28	Holland.....	$\frac{1}{2}$ mi. W.....	Canoe, no name.....		Macatawa, Mich..
July 30	Ludington.....	1 mi. NW.....	Slp. Edith M.....		Ludington, Mich..
July 30	Sturgeon Bay Canal...	$\frac{3}{4}$ mi. NW.....	Gas. lch. Wherenow.....		Chicago, Ill.....
Aug. 1	Pentwater.....	2 $\frac{1}{2}$ mi. N.....	Slp., no name.....		Pentwater, Mich..
Aug. 1	White River.....	2 $\frac{1}{2}$ mi. SE.....	Slp. Cub.....		White Lake, Mich..
Aug. 1	do.....	2 mi. E.....	Slp. Dan.....		do.....
Aug. 1	Holland.....	335 yds. W.....	Gas. lch. Nahma.....	15	Detroit, Mich..
Aug. 3	Grand Haven.....	5 $\frac{1}{2}$ mi. S. by E.	Gas. lch. Tom Boy.....		Chicago, Ill.....
Aug. 3	Jackson Park.....	3 mi. N.....	Gas. lch. Vanadis.....		do.....
Aug. 3	Evanston.....	$\frac{1}{2}$ mi. SE. of Rogers Park station.	Gas. lch. Whereast.....		do.....
Aug. 4	South Haven.....	500 yds. W.....	Canoe, no name.....		South Haven, Mich.
Aug. 4	Old Chicago.....	$\frac{3}{4}$ mi. S.....	Gas. yt. Nanine.....	27	Grand Haven, Mich.
Aug. 5	North Manitou Island.	1 mi. N.....	Gas. lch. Manitou.....		North Manitou Island, Mich.
Aug. 5	Holland.....	$\frac{3}{4}$ mi. SW.....	Canoe, no name.....		Grand Haven, Mich.
Aug. 5	Old Chicago.....	1 mi. W.....	Slp. yt. Quien Sabe.....		Chicago, Ill.....
Aug. 5	do.....	5 mi. SE.....	Gas. lch., no name.....		do.....
Aug. 6	Holland.....	$\frac{3}{4}$ mi. W.....	Canoe, no name.....		Grand Rapids, Mich.
Aug. 10	Michigan City.....	1 mi. NE.....	Gas. lch. Marquette.....		Michigan City, Ind.
Aug. 10	Kenosha.....	1 mi. SE.....	Slp. yt. Jingo.....		Kenosha, Wis...
Aug. 11	Holland.....	200 yds. W.....	Canoe, no name.....		Macatawa Park, Mich.
Aug. 11	Jackson Park.....	$\frac{3}{4}$ mi. E.....	Gas. lch. Jule L.....		Chicago, Ill.....
Aug. 12	White River.....	400 yds. SE.....	Slp., no name.....		White Lake, Mich..
Aug. 15	South Manitou Island.	1 $\frac{1}{2}$ mi. N.....	Sc. Petrel.....		Milwaukee, Wis...
Aug. 15	Two Rivers.....	12 mi. N.....	Str. Hiawatha.....	1,398	Cleveland, Ohio...
Aug. 16	Jackson Park.....	2 mi. NE.....	Gas. lch. Idler.....		Chicago, Ill.....
Aug. 17	Holland.....	$\frac{1}{2}$ mi. W.....	Canoe, no name.....		do.....
Aug. 17	Michigan City.....	8 mi. NW.....	Gas. lch. Majorie.....		Chicago, Ill.....
Aug. 18	Sheboygan.....	335 yds. W.....	Str. Maxwell A.....	67	Buffalo, N. Y.....

of 1908—Continued.

COAST OF LAKE MICHIGAN.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
St. Joseph, Mich., to Chicago, Ill.		\$1,000		\$1,000		2			
Cruising		400		400	\$20	1			
Duluth, Minn., to South Chicago, Ill.	Iron ore.	375,000	\$20,000	395,000		25			
Michigan City, Ind., to Jackson Park, Ill.		900		900		5			
Sturgeon Bay, Wis., to Jacksonport, Wis.	Barrels	600	45	645		5			
On pleasure trip.		75		75		3			
New Buffalo, Mich., to Michigan City, Ind.		2,800		2,800		8			
In Chicago Harbor.		3,250		3,250	80	43			
Pleasure trip.		400		400		6			
3 miles down east beach to Michigan City, Ind.	Gravel	700	20	720		2			
Pleasure trip.		280		280		4			
Adrift.		100		100		3			
Holland, Mich., to Pentwater, Mich.		3,000		3,000	5	2			
Fishing trip.		125		125		2			
In harbor.		500		500		9			
St. Joseph, Mich., to Chicago, Ill.		1,600		1,600	600	5			
Cruising		800		800		9			
Pleasure trip.		550		550		5			
On pleasure trip.		35		35		2			
Hamlin, Mich., to Ludington, Mich.		500	75	575		3			
Sturgeon Bay, Wis., to Chicago, Ill.		800		800		3		2	2
Ludington, Mich., to Pentwater, Mich.		100		100	30	3			
Not on voyage.		300		300		2			
do.		100		100		3			
Grand Haven, Mich., to Macatawa, Mich.		3,000		3,000	100	3		3	3
Chicago, Ill., to Spring Lake, Mich.		1,500		1,500		2			
Adrift.		300		300		3			
Chicago, Ill., to Evanston, Ill.		1,500		1,500	5	4			
On pleasure trip.		25		25		1			
do.		22,500		22,500		5			
Adrift.		800		800		10			
Macatawa, Mich., on pleasure trip.		35		35		2			
In harbor.		1,200		1,200		2			
Adrift.		300		300		2			
Macatawa, Mich., on pleasure trip.		35		35		2			
On pleasure trip.		800		800		14			
do.		50		50		3			
do.		35		35		2			
Adrift.		900		900		2			
do.		50		50		1			
In harbor.	Wood.	2,000	300	2,300	200	3			
Escanaba, Mich., to Indiana Harbor, Ind.	Iron ore.	30,000	8,200	38,200	12,000	17			
Adrift.		300		300		3			
Macatawa Park, Mich., pleasure trip.		30		30		2			
Chicago, Ill., to Muskegon, Mich.		2,200		2,200		4			
Lying at dock.		5,000		5,000	40	3			

Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Aug. 18	Sheboygan.....	335 yds. W....	Sc. Quickstep	282	Milwaukee, Wis...
Aug. 19	Jackson Park.....	1 mi. NE.....	Slp. yt. Hop Along		Chicago, Ill.....
Aug. 19	Plum Island.....	2 mi. N.....	Sc. Madonna.....	76	Milwaukee, Wis...
Aug. 20	Evanston.....	2 mi. N.....	Rowboat, no name.....		Wilmette, Ill.....
Aug. 22	Ludington.....	$\frac{1}{2}$ mi. W.....	Gas. lch. Ida.....		Ludington, Mich..
Aug. 22	Kenosha.....	$1\frac{1}{2}$ mi. N.....	Houseboat Mary Catherine.....		Chicago, Ill.....
Aug. 24	Muskegon.....	4 mi. S.....	Gas. lch. Josephine		Grand Rapids, Mich.
Aug. 24	Milwaukee.....	200 yds. SW...	Slp., no name.....		Milwaukee, Wis...
Sept. 1	Holland.....	335 yds. E.....	Canoe, no name.....		Macatawa, Mich..
Sept. 1	Old Chicago.....	4 mi. ENE.....	Gas. lch., no name.....		Chicago, Ill.....
Sept. 1	Milwaukee.....	2 mi. NE.....	Slp., no name.....		Milwaukee, Wis...
Sept. 8	Old Chicago.....	$\frac{3}{4}$ mi. S.....	Sailboat, no name.....		Chicago, Ill.....
Sept. 8	do.....	1 mi. S.....	Slp. Flemengo.....		do.....
Sept. 9	Beaver Island.....	400 yds. SSE..	Sc. Libbie Nau	236	do.....
Sept. 10	South Manitou Island.	$1\frac{1}{2}$ mi. NE.....	Sc. H. D. Moore	143	Milwaukee, Wis...
Sept. 10	Kenosha.....	335 yds. S.....	Str. H. A. Root.....	198	do.....
Sept. 10	Sturgeon Bay Canal...	7 mi. NW.....	Sc. S. B. Paige.....	47	do.....
Sept. 11	Sleeping Bear Point...	4 mi. SE.....	Gas. lch. Reliance	13	Grand Haven, Mich.
Sept. 11	Ludington.....	In Ludington Harbor.	Sc. Josephine Dresden....	84	Milwaukee, Wis...
Sept. 14	Jackson Park.....	$\frac{1}{2}$ mi. E.....	Yt. Sea Gull.....		Chicago, Ill.....
Sept. 15	Milwaukee.....	$\frac{1}{2}$ mi. N by E...	Slp. Maid of Erin.....		Milwaukee, Wis...
Sept. 17	Jackson Park.....	1 mi. NE.....	Sailboat, no name.....		Chicago, Ill.....
Sept. 17	Milwaukee.....	16 mi. NNW...	Str. Alaska.....	1,258	Erie, Pa.....
Sept. 18	Jackson Park.....	3 mi. SE.....	Sailboat Kingfisher.....		Chicago, Ill.....
Sept. 20	Charlevoix.....	$\frac{3}{4}$ mi. W.....	Rowboat, no name.....		Charlevoix, Mich..
Sept. 22	Evanston.....	$\frac{3}{4}$ mi. N.....	Gas. lch. Mascot.....		Chicago, Ill.....
Sept. 23	Old Chicago.....	$\frac{3}{4}$ mi. SW.....	Gas. lch. Majora.....		do.....
Sept. 24	North Manitou Island and South Manitou Island.	6 mi. S. of North Manitou Island sta.	Sc. R. H. Becker.....	140	Milwaukee, Wis...
Sept. 24	Racine.....	1 mi. E.....	Gas. lch., no name.....		Racine, Wis.....
Sept. 28	Michigan City.....	13 mi. WSW..	Gas. lch. Yet.....		Chicago, Ill.....
Sept. 28	Milwaukee.....	$\frac{3}{4}$ mi. NE.....	Sc. Geo. W. Wescott.....	122	Milwaukee, Wis...
Oct. 3	Holland.....	$\frac{1}{2}$ mi. W.....	Gas. lch., no name.....		Muskegon, Mich...
Oct. 6	Frankfort.....	450 yds. E.....	Rowboat, no name.....		Frankfort, Mich..
Oct. 7	Sleeping Bear Point...	1 mi. S.....	Gas. lch. Beatrice.....		South Manitou Island, Mich.
Oct. 7	Old Chicago.....	$1\frac{1}{4}$ mi. NE.....	Gas. lch. Pirate.....		Chicago, Ill.....
Oct. 9	Frankfort.....	600 yds. WNW.	Gas. lch. Queen.....		Frankfort, Mich..
Oct. 9	Plum Island.....	$\frac{1}{2}$ mi. NE.....	Sc. Challenge.....	87	Sheboygan, Wis...
Oct. 16	South Chicago.....	1 mi. NE.....	Gas. lch. D. W. Wells.....		South Chicago, Ill.
Oct. 24	Frankfort.....	100 yds. E.....	Rowboat, no name.....		Frankfort, Mich..
Oct. 25	Muskegon.....	$1\frac{1}{2}$ mi. S.....	Gas. lch. Hanna T.....		Muskegon, Mich..
Oct. 26	Pentwater.....	500 yds. WSW	Sc. Mary Ellen Cook.....	132	Milwaukee, Wis...
Nov. 5	White River.....	16 mi. N.....	Str. Carrie A. Ryerson....	72	Chicago, Ill.....
Nov. 5	Old Chicago.....	$\frac{1}{2}$ mi. S.....	Gas. lch. Mary M.....		do.....
Nov. 8	Baileys Harbor.....	3 mi. S.....	Gas. lch. Alena.....		Baileys Harbor, Wis.

of 1908—Continued.

COAST OF LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Ludington, Mich., to Sheboygan, Wis.	Lumber...	\$5,000	\$5,800	\$10,800	\$50	7			
Cruising		200		200	25	2			
Milwaukee, Wis., to Jackson Harbor, Wis.		600		600		3			
On fishing trip		20		20		1			
Adrift	Fish	800	100	900		2			
Fond du Lac, Wis., to Chicago, Ill.		10,000		10,000	25	6			
Grand Rapids, Mich., to White Lake, Mich.		400		400		3			
Lake Michigan to Kinnickinnic River.		75		75		3			
Ottawa Beach, Mich., to Macatawa Park.		35		35		2			
Adrift		280		280		6			
Pleasure trip		150		150		5			
In harbor		120		120		4			
.....do.....		120		120		1			
Milwaukee, Wis., to Beaver Harbor, Mich.		4,000		4,000		6			
Harbor Springs, Mich., to Port Washington, Wis.	Lumber...	1,600	1,600	3,200	2,400	4		4	20
Milwaukee, Wis., to Kenosha, Wis.	Sand	12,000	110	12,110	3,110	8	2	6	6
Fish Creek, Wis., to Sturgeon Bay, Wis.	C e d a r posts.	150	100	250	150	2			
South Manitou Harbor, Mich., to Glen Arbor, Mich.		1,500		1,500		2			
Pine Lake, Mich., to Sheboygan, Wis.	Lumber...	3,000	500	3,500	25	4			
In boat race		150		150		2			
On pleasure trip		125		125		2			
Fishing trip		50		50		2			
Buffalo, N. Y., to Milwaukee, Wis.	Merchandise.	65,000	300,000	365,000	54,500	22			
On pleasure trip		150		150		2			
Adrift		25		25		1			
Chicago, Ill., to Wilmette, Ill.		1,500		1,500	100	8			
Adrift		1,200		1,200					
Sheboygan, Wis., to Pine Lake, Wis.		2,000		2,000	50	5			
On fishing trip		250		250		4			
Saugatuck, Mich., to Chicago, Ill.		800		800					
Manistee, Mich., to Milwaukee, Wis.	Bark	1,200	1,305	2,505	225	5			
Adrift		500		500		2			
In harbor		5		5		3		3	3
South Manitou Island, Mich., to Glen Haven, Mich.		800		800		1			
Milwaukee, Wis., to Chicago, Ill.		500		500		3			
Adrift	Fish	500	60	560		3			
Beaver Island, Mich., to Sheboygan, Wis.	Wood	800	300	1,100		4			
Adrift		500		500		1			
On pleasure trip		5		5		3			
On fishing trip	Fish	1,000	30	1,030		1			
Wills, Mich., to Muskegon, Mich.	Lumber...	1,500	3,000	4,500		4			
Sturgeon Bay, Wis., to Muskegon, Mich.		8,000		8,000	300	4			
On fishing trip		600		600		4			
.....do.....	Fish	600	30	630		3			

Table of casualties, season
DISTRICT NO. 12.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Nov. 16	Baileys Harbor	4 mi. S.....	Str. Netie Denessen.....	54	Milwaukee, Wis...
Nov. 20	Sleeping Bear Point...	1 mi. SE.....	Small boat, no name.....		Duluth, Minn.....
Nov. 20	Baileys Harbor.....	2½ mi. W.....	Sc. Harvey Ransom.....	28	Milwaukee, Wis...
Nov. 21	Plum Island.....	3 mi. N.....	Str. Tillie E.....		West Harbor, Wis.
Nov. 27	South Manitou Island and North Manitou Island.	8 mi. NNE. of South Manitou Island station.	Gas. sc. Josephine Dresden.	84	Milwaukee, Wis...
Nov. 28	Frankfort.....	¾ mi. E.....	Gas. lch. Grace W.....	11	Grand Haven, Mich.
Nov. 29	Beaver Island.....	3 mi. SSE.....	Gas. lch., no name.....		Beaver Harbor, Mich.
Dec. 7	Two Rivers.....	3½ mi. S.....	Str. C. W. Elphicke.....	2,406	Cleveland, Ohio...
1908.					
Jan. 9	Beaver Island.....	5 mi. S.....	Str. Pup.....	13	Grand Haven Mich.
Mar. 1	Racine.....	½ mi. ESE.....	Gas. lch., no name.....		Racine, Wis.....
Mar. 14	Evanston.....	¼ mi. E.....	Catboat, no name.....		Evanston, Ill.....
Apr. 3	Charlevoix.....	10 mi. NW.....	Str. Little Maeta.....	10	Grand Haven, Mich.
Apr. 7	South Haven.....	500 yds. W.....	Gas. sc. Maryette.....	44	do.....
Apr. 9	Pentwater.....	3½ mi. WNW.....	Gas. lch. Midget.....		Pentwater, Mich..
Apr. 12	Manistee.....	16 mi. S.....	Str. F. W. Fletcher.....	495	Chicago, Ill.....
Apr. 12	Michigan City.....	3 mi. N.....	Fish boat Iris.....		Michigan City, Ind.
Apr. 15	do.....	½ mi. N.....	Str. Robert C. Wente.....	335	Grand Haven, Mich.
Apr. 21	do.....	3 mi. W.....	Gas. lch. Minnie II.....		Michigan City, Ind.
Apr. 25	Ludington.....	30 yds. S.....	Skiff, no name.....		Ludington, Mich..
Apr. 27	South Manitou Island.	1 mi. NW.....	Sc. Lillie E.....	191	Milwaukee, Wis...
Apr. 27	Sturgeon Bay Canal...	1 mi. E.....	Sc. D. L. Filer.....	357	Chicago, Ill.....
Apr. 28	Holland.....	60 yds. NW.....	Str. Puritan.....	1,547	do.....
May 2	Old Chicago.....	3 mi. N.....	Gas. lch., no name.....		do.....
May 5	South Manitou Island.	100 yds. N.....	Slp. Manitou.....		North Manitou Island.
May 7	Sheboygan.....	800 ft. SE.....	Sc. R. H. Becker.....	140	Milwaukee, Wis...
May 9	Milwaukee.....	Off station.....	Gas. lch., no name.....		
May 10	do.....	4 mi. S.....	Str. Utica.....	3,533	Buffalo, N. Y.....
May 11	Jackson Park.....	1½ mi. SE.....	Slp. yt. Tartar.....		Chicago, Ill.....
May 12	Grande Pointe au Sable.	4 mi. N.....	Str. Topeka.....	1,376	Milwaukee, Wis...
May 12	South Chicago.....	1 mi. E.....	Gas. lch. Margaret.....		South Chicago, Ill.
May 18	Beaver Island.....	14 mi. WNW.....	Lt. shp. Lansing Shoal No. 55.		
May 19	do.....	¾ mi. E.....	Str. Fannie C. Hart.....	476	Milwaukee, Wis...
May 19	Frankfort.....	¼ mi. N.....	Str. Georgie R. West.....	22	Frankfort, Mich..
May 19	Sheboygan.....	335 yds. W.....	Rowboat, no name.....		Sheboygan, Wis...
May 19	Plum Island.....	3 mi. SE.....	Str. Frontenac.....	626	Cleveland, Ohio...
May 20	Old Chicago.....	¼ mi. E.....	Gas. lch., no name.....		Chicago, Ill.....
May 21	Sturgeon Bay Canal...	7 mi. NE.....	Sc. Mary Ludwig.....	68	Grand Haven, Mich.
May 23	Old Chicago.....	2½ mi. N.....	Sail boat, no name.....		Chicago, Ill.....
May 28	South Chicago.....	1½ mi. E.....	Gas. lch. Harvey.....		South Chicago, Ill.
May 29	Old Chicago.....	5 mi. N.....	Sail boat, no name.....		Chicago, Ill.....
May 30	Holland.....	2 mi. E.....	Str. Puritan.....	1547	do.....
May 30	Old Chicago.....	3½ mi. ENE.....	Slp. yt. Little One.....		do.....

of 1908—Continued.

COAST OF LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Baileys Harbor, Wis., to Sturgeon Bay, Wis.	Fish.....	\$9,000	\$1,200	\$10,200		5			
Adrift.....		200		200		4			
Two Rivers, Wis., to Menominee, Mich.	Potatoes..	500	400	900		3			
At dock in Detroit Harbor.		1,500		1,500					
Traverse City, Mich., to North Manitou Island.	Lumber...	4,000	1,500	5,500	\$4,000	4		4	4
Adrift.....		1,000		1,000	10	2			
do.....		280		280		1			
Port Huron, Mich., to Waukegan, Wis.	Coal.....	80,000	10,000	90,000	300	17			
Beaver Harbor, Mich., to Charlevoix, Mich.	Fish.....	1,200	90	1,290	25	7			
Racine Reef Light Station to Racine, Wis.		500		500		1			
Adrift.....		30		30					
Charlevoix, Mich., to High Island, Mich.		2,200		2,200		5			
Muskegon, Mich., to Chicago, Ill.		2,000		2,000	25	2			
Adrift.....		500		500		2			
Chicago, Ill., to Manistee, Mich.		20,000		20,000		13			
On fishing trip.		300		300		2			
Manistee, Mich., to Michigan City, Ind.	Salt.....	14,000	1,950	15,950	750	14			
At mooring.....		600		600		3			
Adrift.....		10		10					
Racine, Wis., to South Manitou Island.		3,000		3,000	100	5			
Chicago, Ill., to Menominee, Mich.		3,000		3,000		5			
Chicago, Ill., to Holland, Mich.	Merchandise.	300,000	2,000	302,000		71			
Adrift.....		125		125					
North Manitou Island to South Manitou Island.		75		75		2			
Thompson, Mich., to Sheboygan, Wis.	Lumber...	1,500	550	2,050	2,050	5		1	1
Milwaukee, Wis., to St. Ignace, Mich.		2,000		2,000		1			
Chicago, Ill., to Milwaukee, Wis.	Merchandise.	275,000	100,000	375,000	2,500	27			
On pleasure trip.....		100		100		6			
Buffalo, N. Y., to Ludington, Mich.	Coal.....	50,000	6,000	56,000		19			
Adrift.....		1,500		1,500		1			
do.....		15,000		15,000		2			
Green Bay, Wis., to Cheboygan, Mich.	Merchandise.	20,000	7,000	27,000		39			
In harbor.....		500		500		3			
On pleasure trip.		25		25		3			
Elk Rapids, Mich., to Menominee, Mich.	Cement...	25,000	1,200	26,200	200	17			
In harbor.....		1,600		1,600		3			
Muskegon, Mich., to Menominee, Mich.		1,000		1,000		3			
Adrift.....		260		260		2			
Calumet River, on pleasure trip.		2,500		2,500	10	8			
In harbor.....		160		160		1			
Holland, Mich., to Chicago, Ill.		300,000		300,000		190			
On pleasure trip.....		500		500		3			

Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
May 31	Milwaukee	1 mi. E.	Gas. lch. Lydia Ann		Racine, Wis.
May 31	Sheboygan	500 ft. SE	Rowboat, no name.		Sturgeon Bay, Wis.
June 4	Frankfort	1 mi. WSW	Gas. lch. Liden		Frankfort, Mich.
June 7	Jackson Park	1 mi. SE	Gas. lch. Louise		Chicago, Ill.
June 10	Holland	500 yds. W	Barge Oak Leaf	395	Milwaukee, Wis.
June 10	Jackson Park	1 mi. SE	Gas. lch. Doze		Chicago, Ill.
June 14	Old Chicago	24 mi. S	Gas. lch. Jupiter		do.
June 15	Racine	4 mi. N	Gas. lch. Lydia Ann		Racine, Wis.
June 16	Sleeping Bear Point	4 mi. NW	Gas. lch. Summer Girl		Charlevoix, Mich.
June 16	Old Chicago	1½ mi. N	Gas. lch. Peter B.		Chicago, Ill.
June 18	Charlevoix	3 mi. N	Gas. lch. Sterling		Charlevoix, Mich.
June 21	White River	7 mi. SSW	Gas. lch., no name		Muskegon, Mich.
June 21	Michigan City	1 mi. NE	Slp. yt. Apokaquil		Michigan City, Ind.
June 21	do.	7½ mi. W	Slp. yt. Pelicon		Chicago, Ill.
June 21	do.	7 mi. W, by N	Slp. yt. Mokahi		do.
June 21	do.	4 mi. W	Slp. yt. Viola II.		Kenosha, Wis.
June 21	Old Chicago	2 mi. E	Slp. Adventure		Chicago, Ill.
June 21	Evanston	1 mi. N	Gas. lch. De Valk		do.
June 22	Manistee	1½ mi NNW	Gas. lch. Emily		Manistee, Mich.
June 22	White River	1 mi. SE	Slp., no name		Montague, Mich.
June 22	Old Chicago	½ mi. E	Gas. lch., no name		Chicago, Ill.
June 23	South Chicago	1½ mi SE	Gas. lch., no name		do.
June 24	Racine	½ mi. E	Skiff, no name		Racine, Wis.
June 24	Baileys Harbor	½ mi. S	Sc. Petrel	78	Milwaukee, Wis.
June 26	Old Chicago	½ mi. NE	Slp. Adventure		Chicago, Ill.
June 27	Sheboygan	½ mi. S	Rowboat Sidona		Sheboygan, Wis.
June 27	White River	½ mi. W	Gas. lch. Florence Maul		Muskegon, Mich.
June 27	do.	24 mi. SE	Slp. Owl		White Lake, Mich.
	Total				

For summary of the foregoing table see page 17.

DISTRICT NO. 13.—EMBRACING

1907					
July 1	Point Adams	4 mi. W	Fish boat, no name		Astoria, Oreg.
July 8	Nome	½ mi. W	Gas. lch. Defiance	7	Nome, Alaska
July 11	do.	do	Gas. lch. Defiance	7	do.
July 11	do.	2½ mi. W	Sc. Joe Mathews	19	do.
July 11	Cape Disappointment	3 mi. WSW	Fish boat, no name		Astoria, Oreg.
July 11	do.	2 mi. S	Fish boat, no name		do.
July 12	Point Adams	6 mi. W	Fish boat, no name		do.
July 16	Nome	½ mi. W	Gas. lch. Portland		Nome, Alaska
July 17	do.	50 yds. W	Small boat, no name		do.
July 17	do.	½ mi. W	Gas. lch. Wilhelmina	8	do.
July 18	do.	do	Sc. Mary Sachs	35	do.
July 20	Point Adams	4 mi. W	Fish boat, no name		Hammond, Oreg.
July 21	Nome	½ mi. W	Gas. lch. Wilhelmina	8	Nome, Alaska
July 22	do.	75 yds. S	Small boat, no name		do.
July 28	do.	½ mi. W	Sc. Dora		Unalakleet, Alaska
Aug. 5	do.	½ mi. E	Small boat, no name		Nome, Alaska
Aug. 5	do.	2 mi. SE	Sc. Clara Bell		do.
Aug. 12	do.	½ mi. W	Sc. Defender	17	do.

of 1908—Continued.

COAST OF LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Racine, Wis., to Milwaukee, Wis.		\$1,200		\$1,200	\$5	4			
Sturgeon Bay, Wis., to Sheboygan, Wis.		15		15		2			
On pleasure trip		100		100		3			
do.		300		300		2			
Sturgeon Bay, Wis., to Holland, Mich.	Stone.	4,000	\$900	4,900		5			
On pleasure trip		1,500		1,500		4			
In harbor		800		800		2			
On pleasure trip		250		250		3			
Michigan City, Ind., to Charlevoix, Mich.		800		800					
Adrift		400		400		1			
Charlevoix, Mich., to High Island, Mich.		1,000		1,000	5	3			
Muskegon, Mich., to White Lake, Mich.		2,500		2,500		5			
On pleasure trip		90		90	15	5	5	5	5
Chicago, Ill., to Michigan City, Ind.		800		800	25	5	5	5	5
do.		1,000		1,000		5	5	5	5
do.		1,500		1,500	50	4			
On pleasure trip		100		100		4			
Evanston, Ill., to Chicago, Ill.		200		200	10	5			
Anekama, Mich., to Manistee, Mich.		300		300		5			
On pleasure trip		100		100		2			
do.		275		275		4			
do.		550		550		2			
do.		10		10		2			
In harbor	Wood.	3,000	800	3,800		3			
On pleasure trip		100		100		2			
do.		20		20		2			
Muskegon, Mich., to Philadelphia, Pa.		7,000		7,000		4			
do.		150		150		2			
		1,763,010	475,165	2,238,175	84,120	994	2	38	54

PACIFIC COAST.

Fishing trip		\$175		\$175		2			
In Nome Harbor		4,000		4,000		3			
do.		4,000		4,000		2			
Kuskokwim River, Alaska, to Nome, Alaska.	Furs	2,500	\$2,500	5,000	\$100	4			
On fishing trip		500		500		2	2	2	2
do.		500		500		2			
do.		400		400		2			
Penny River, Alaska, to Snake River, Alaska.		300		300		2			
In Nome Harbor		125		125		4			
do.		2,500		2,500		3			
Kuskokwim Bay, Alaska, to Nome, Alaska.		700		700		4			
Fishing trip		270		270	20	2			
In Nome Harbor		2,500		2,500		28			
do.		300		300	100	2			
Unalakleet, Alaska, to Nome, Alaska.		400		400		5			
Lying at mooring		200		200		10			
Siberia, Russia, to Nome, Alaska.	Furs and ivory.	700	3,500	700		4			
		3,500	3,000	6,500					

Table of casualties, season

DISTRICT NO 13.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1907.					
Aug. 12	Point Adams.....	4 mi. W.....	Fish boat, no name.....		Astoria, Oreg.....
Aug. 16	Nome.....	3½ mi. SW.....	Sc. Mabel A.....	10	Nome, Alaska.....
Aug. 17	do.....	¾ mi. W.....	Bge. Sesnon No. 21.....	39	do.....
Aug. 21	Coquille River.....	½ mi. N.....	Str. Liberty.....	174	Coos Bay, Oreg.....
Aug. 25	Point Adams.....	1,000 yds. N.....	Gas. lch., no name.....		Hammond, Oreg.....
Sept. 7	Yaquina Bay.....	1 mi. SE.....	Gas. lch. Newport.....		Newport, Oreg.....
Sept. 7	do.....	do.....	Scow, no name.....		do.....
Sept. 7	do.....	1 mi. E.....	Fish boat, no name.....		do.....
Sept. 9	Nome.....	½ mi. W.....	Sc. Seven Sisters.....	129	Nome, Alaska.....
Sept. 9	Point Reyes.....	6 mi. S.....	Str. San Gabriel.....	484	Los Angeles, Cal ..
Sept. 11	Nome.....	½ mi. S.....	Gas. sc. Joe Mathews.....	19	Nome, Alaska.....
Sept. 12	do.....	½ mi. W.....	Sc. X. L.....		Belkofsky, Alaska
Sept. 15	do.....	½ mi. SE.....	Gas. lch. Wilhelmina.....	8	Nome, Alaska.....
Sept. 21	Grays Harbor.....	6 mi. NW.....	Str. Tellus (Nor.).....	2522	Tonsberg, Norway
Oct. 6	Nome.....	½ mi. W.....	Gas. lch. Defiance.....	7	Nome, Alaska.....
Oct. 6	do.....	do.....	Gas. lch. Wilhelmina.....	8	do.....
Oct. 6	Humboldt Bay.....	½ mi. S.....	Rowboat, no name.....		do.....
Oct. 12	Nome.....	1½ mi. S.....	Small boat, no name.....		Nome, Alaska.....
Oct. 15	do.....	½ mi. W.....	Gas. sc. Louise.....		do.....
Oct. 23	Coos Bay.....	15 mi. NNW.....	Sc. Novelty.....	592	San Francisco, Cal.
Nov. 5	Cape Disappointment.....	½ mi. N.....	Gas. lch., no name.....		Fort Canby, Wash.
Nov. 10	Point Adams.....	¾ mi. NW.....	Barge Washtuena.....	710	Portland, Oreg....
Nov. 19	do.....	2 mi. NE.....	Shp. Wavertree (Br.).....	2170	Liverpool, Eng ...
Nov. 18	Point Bonita.....	2½ mi. SSE.....	Sc. Lillebonne ^a	218	San Francisco, Cal.
Nov. 30	Coquille River.....	¾ mi. SW.....	Sc. Lizzie Prien.....	95	do.....
Dec. 7	Coos Bay.....	1½ mi. ESE.....	Gas. lch. May Flower (and tow).....	8	Coos Bay, Oreg ...
Dec. 7	Humboldt Bay.....	3 mi. N.....	Gas. lch. Sotoyome.....	534	San Francisco, Cal.
Dec. 12	Point Adams.....	400 yds. NW.....	Gas. lch. Bessie K.....		Hammond, Oreg..
Dec. 12	do.....	do.....	Fish boat, no name.....		Astoria, Oreg.....
Dec. 21	Coos Bay.....	1 mi. SE.....	Sc. Oceania Vance.....	445	San Francisco, Cal.
Dec. 25	Fort Point.....	600 yds. W.....	Gas. lch. No 6.....		do.....
1908					
Jan. 12	do.....	50 yds. N.....	Small boat, no name.....		do.....
Feb. 5	Coos Bay.....	½ mi. SE.....	Skiff, no name.....		Coos Bay, Oreg ...
Feb. 5	Coquille River.....	½ mi. N.....	Str. Liberty.....	174	do.....
Feb. 9	Fort Point.....	1 mi. E.....	Slp. Edna.....		Belvedere, Cal ...
Mar. 12	Willapa.....	4 mi. SW.....	Fish boat, no name.....		Georgetown, Wash.
Mar. 16	Grays Harbor.....	3½ mi. NW.....	Sc. Mildred.....	464	San Francisco, Cal.
Mar. 26	Coos Bay.....	2 mi. S.....	Gas. lch. Dixie.....	14	Coos Bay, Oreg ...
Apr. 5	Fort Point.....	1½ mi. NW.....	Small boat, no name.....		Sausalito, Cal
Apr. 9	Humboldt Bay.....	½ mi. SE.....	Skiff, no name.....		do.....
Apr. 25	Golden Gate and Fort Point.....	1 mi. NE. of Golden Gate station.....	Gas. lch. No. 55.....		San Francisco, Cal.
Apr. 27	Fort Point.....	1 mi. N.....	Sc. Eveline.....	5	do.....
May 5	Point Adams.....	5 mi. W.....	Fish boat, no name.....		Astoria, Oreg.....
May 5	do.....	do.....	Fish boat, no name.....		do.....
May 5	do.....	do.....	Fish boat, no name.....		do.....

^a Dismasted at sea.

of 1908—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....	Fish, etc.	\$180	\$200	\$380	\$10	2			
Lying at mooring.....	Merchandise.	2,000	1,000	3,000					
In Nome Harbor.....		5,000		5,000		4			
Sunk at wharf.....	General...	8,000	100	8,100	20	4			
Adrift.....		350		350		2			
Parted mooring.....		300		300	100				
do.....		50		50					
do.....		50		50					
Chinik, Alaska, to Nome, Alaska.		5,000		5,000	450	4			
San Pedro, Cal., to Umpqua, Oreg.		100,000		100,000	25,000	20			
Kuskoquim River, Alaska, to Nome, Alaska.	Miscellaneous.	2,500	1,000	3,500	500	3			
Norton Bay, Alaska, to Nome, Alaska.		700		700	200	2		2	2
In Nome Harbor.....		2,500		2,500	1,000	2			
Victoria, B. C., to Portland, Oreg.	Coal.....	80,000	15,000	95,000	95,000	23			
In Nome Harbor.....		4,000		4,000		2			
do.....		2,500		2,500		3			
On pleasure trip.....		75		75		1			
In Nome Harbor.....		25		25		2			
do.....		3,500		3,500		2			
San Pedro, Cal., to North Bend, Oreg.		12,000		12,000	12,000	10			
Fort Canby, Wash., to Ilwaco, Wash.		200		200		4			
Fort Stevens, Oreg., to Astoria, Oreg.		10,000		10,000		1			
Tocopilla, Chile, to Portland, Oreg.		30,000		30,000		25			
Nelson Lagoon, Alaska, to San Francisco, Cal.	Fish.....	5,000	14,000	19,000	4,300	7			
San Francisco, Cal., to Coquille River, Oreg.		6,000		6,000		6			
North Bend, Oreg., to South Slough, Oreg.		3,700		3,700	25	2			
Siuslaw River, Wash., to San Francisco, Cal.	Lumber...	50,000	12,000	62,000	62,000	17			
At mooring.....		175		175					
do.....		150		150					
Marshfield, Oreg., to San Francisco, Cal.	Lumber...	25,000	10,000	35,000		9			
On pleasure trip.....		5,000		5,000		1			
On hunting trip.....		60		60		2			
At mooring.....		10		10					
Coquille, Oreg., to Bandon, Oreg.	General...	6,000	250	6,250		26			
Belvedere, Cal., to San Francisco, Cal.		1,500		1,500		4		1	1
On fishing trip.....	Crabs...	200	5	205	5	2			
San Francisco, Cal., to Hoquiam, Wash.		15,000		15,000	15,000	9		1	5
Marshfield, Oreg., to Coos Bay, Oreg.		3,500		3,500		22			
Sausalito, Cal., to Lime Point, Cal.		75		75	10				
Eureka, Cal.....		20		20		2		2	2
On fishing trip.....		900		900	40	1		1	1
Belvedere, Cal., to San Francisco, Cal.		1,000		1,000		3			
On fishing trip.....		400		400		2			
do.....		450		450		2			
do.....		400		400		2			

Table of casualties, season

DISTRICT NO. 13.—EMBRACING

Date of disaster.	Name of station.	Place of disaster. (Distance and direction from station.)	Description and name of vessel.	Tonnage.	Home port.
1908.					
May 13	Yaquina Bay.....	2½ mi. W.....	Gas. lch., no name.....		Siletz Bay, Oreg..
May 19	Cape Disappointment.	1½ mi. S.....	Fish boat, no name.....		Astoria, Oreg.....
May 20	do.....	3 mi. S.....	Gas lch. Tourist.....		do.....
May 22	do.....	4 mi. SW.....	Fish boat, no name.....		do.....
May 22	Point Adams.....	4½ mi. W.....	Fish boat, no name.....		do.....
May 22	do.....	5 mi. W.....	Fish boat, no name.....		do.....
June 16	Cape Disappointment.	2 mi. W.....	Fish boat, no name.....		do.....
June 17	Nome.....	½ mi. W.....	Sc. Seven Sisters.....	129	Nome, Alaska.....
June 17	Tillamook Bay.....	4 mi. S.....	Sc. Ida Schnauer.....	215	San Francisco, Cal.
June 21	Cape Disappointment.	1½ mi. SE.....	Fish boat, no name.....		Astoria, Oreg.....
June 22	Nome.....	2 mi. SE.....	Skiff, no name.....		Nome, Alaska.....
June 23	do.....	1½ mi. S.....	Str. Bowhead ^a	381	Boston, Mass.....
June 24	Cape Disappointment.	3½ mi. S.....	Fish boat, no name.....		Astoria, Oreg.....
June 26	Point Bonita and Fort Point.	2½ mi. SSE. of Point Bonita station.	Gas. lch., no name.....		San Francisco, Cal.
June 26	do.....	do.....	Gas. lch., no name.....		do.....
	Total.....	.....	.....		.....

^a On fire.

For summary of the foregoing tables see page 17.

For general summary, including figures for all life-saving districts, see page 18.

of 1908—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total value of property involved.	Estimated value of property lost.	Persons on board.	Persons lost.	Persons succored at station.	Days' succor afforded.
Siletz Bay, Oreg., to Newport, Oreg.		\$700		\$700		2			
On fishing trip.....		500		500		2			
Astoria, Oreg., to Fort Canby, Wash.		750		750		5			
On fishing trip.....		500		500		2			
do.....		300		300		2			
do.....		450		450		2			
do.....		500		500		2			
Snake River, Alaska.		5,000		5,000		9			
Redondo, Cal., to Hobsonville, Oreg.		15,000		15,000	\$15,000	7			
On fishing trip.....		500		500		2			
In harbor.....		50		50		2			
do.....		35,000		35,000	3,000				
On fishing trip.....		500		500		2			
On pleasure trip.....		600		600	10	3			
do.....		200		200		4			
		477,590	\$59,055	536,645	233,890	362	....	9	13

WOMEN'S NATIONAL RELIEF ASSOCIATION.

WOMEN'S NATIONAL RELIEF ASSOCIATION.

The Women's National Relief Association has continued to furnish clothing and other articles for use in succoring the shipwrecked, the supplies from this source being forwarded by the donors to all stations without expense to the Government. This humane work is most timely and of far-reaching beneficence, for in many cases of shipwreck, particularly during the night, the disaster comes without warning, giving those on board no time to secure their clothing or other personal effects, and upon reaching shore they are absolutely destitute. In many instances, also, their condition is rendered even more pitiable from long hours of exposure before their plight is discovered, and from injuries sustained by falling wreckage.

Beneficiaries of Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1907.		
July 2	Fairport, Ohio, Lake Erie.....	Two women rescued from an overturned canoe.
July 5	Gilberts Bar, Florida.....	A man whose launch had broken down in a storm.
July 17	Oswego, New York, Lake Erie.	A boy who had fallen from a pier.
July 26	Hammond, Michigan, Lake Huron.	Four occupants of a launch that had sunk at a wharf.
July 30	Sturgeon Bay Canal, Lake Michigan, Wisconsin.	A man who had jumped overboard from a burning launch.
Aug. 1	South Brigantine, New Jersey.	A man who had attempted to wade and swim across the bay—a distance of 5 miles.
Aug. 2	Holland, Michigan, Lake Michigan.	Three men from the stranded yacht <i>Nahma</i> , suffering from exposure.
Aug. 10	Wachapreague, Virginia.....	Two fishermen whose boat had gone adrift, and who had been caught in a thunder storm.
Aug. 31	Holland, Michigan, Lake Michigan.	A woman who had fallen off a dock into Black Lake.
Sept. 1	Hammond, Michigan.....	A man brought to the station with a broken leg.
Sept. 21	Vermilion, Michigan.....	Eleven survivors of the wreck of the steamer <i>Alex. Nimick</i> . (See also p. 30.)
Oct. 12	Deer Park, Michigan, Lake Michigan.	The second mate of the steamer <i>Cypress</i> which foundered 18 miles off-shore. (See also under "Recovery of Bodies," p. 176.)
Oct. 12	Deer Park, Michigan, Lake Superior.	Two bodies, victims of disaster to steamer <i>Cypress</i> , dressed, preparatory to burial.
Oct. 12	Sandy Hook, New Jersey.....	The crew of the schooner <i>Carrie C. Miles</i> , wrecked near Sandy Hook, N. J. (4 persons).
Nov. 4	Fletchers Neck, Maine.....	Four survivors of the wrecked schooner <i>Susan Stetson</i> .
Nov. 9	Wood End, Massachusetts.....	Two fishermen whose clothing had been burned.
Nov. 10	Jackson Park, Illinois.....	A man from the sail yacht <i>Tucora</i> , suffering from exposure.
Nov. 11	Brazos, Texas.....	Two men picked up on the beach, wet, cold, and exhausted.
Nov. 17	Grand Marais, Michigan.....	A man, woman, and child from a disabled gasoline launch.
Nov. 24	Popes Island, Virginia.....	A boy overtaken by a storm.
Nov. 25	Old Chicago, Illinois.....	One of the crew of the tug <i>Perfection</i> , who had fallen overboard.
Dec. 6	Bogue Inlet, North Carolina.....	Two fishermen whose boat had overturned in the breakers.
Dec. 14	Gurnet, Massachusetts.....	The crew of the stranded schooner <i>Ida M. Silva</i> (13 persons).
Dec. 14	Sandy Hook and Spermaceti Cove, New Jersey.	The crew of the wrecked bark <i>Edmund Phinney</i> (10 persons).
Dec. 22	Galveston, Texas.....	The crew of the schooner <i>Myrtle Bell</i> (3 persons).
Dec. 26	Green Run Inlet, Maryland.....	A man who had become lost on the beach and came to the station cold and wet.
Dec. 30	Point Judith, Rhode Island...	The master of the wrecked barge <i>Ida</i> , whose boat was overturned while landing through the surf.
1908.		
Jan. 7	Wood End, Massachusetts.....	The occupant of a fishboat which had stranded during a storm.
Jan. 7	Fishers Island, New York.....	Two men and a woman from the stranded barges <i>Helen</i> and <i>Julia</i> .
Jan. 10	Galveston, Texas.....	Two men from the gasoline schooner <i>E. O. Gladys</i> .
Jan. 30	Coskata, Massachusetts.....	The mate of the brigantine <i>Fredericka Schopp</i> .
Feb. 1	Bellport, New York.....	Crew of 12, including 2 women and 2 children, from the stranded British bark <i>Puritan</i> .
Feb. 8	Gloucester, Massachusetts.....	A small boy who had broken through the ice near the station.
Feb. 9	Fort Point, California.....	The master of the stranded sloop <i>Edna</i> .
Feb. 15	Forge River, New York.....	Crew of 7 of the wrecked schooner <i>Howard B. Peck</i> .

Beneficiaries of Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1908.		
Feb. 15	Jones Beach, New York.....	Crew of 26 of the wrecked British steamer Roda.
Feb. 15	Core Bank, North Carolina....	Crew of 8 of the wrecked schooner Melrose.
Feb. 16	Peaked Hill Bars, Massachu- setts.	Crew of 2 of a fishing launch.
Feb. 16	Old Chicago, Illinois.....	A man who had shot himself, and whose clothes were saturated with blood.
Feb. 29	Jones Beach, New York.....	Three men who had capsized in the bay.
Mar. 15	Nahant, Massachusetts.....	A man who had accidentally fallen off a wharf while fishing.
Mar. 16	Grays Harbor, Washington...	Four persons from the wrecked schooner Mildred.
Mar. 24	Portsmouth, North Carolina...	The master of the stranded sloop Mystery.
Apr. 2	Eatons Neck, New York.....	Keeper of Stamford light-house, and his wife, who had drifted across the Sound in a disabled open motor boat.
Apr. 9	Shinnecock, New York.....	One of the surfboat's crew from the wrecking tug I. J. Merritt; capsized when landing through the surf.
Apr. 9	Humboldt Bay, California....	Two fishermen rescued from a capsized skiff.
Apr. 11	Point of Woods, New York....	Master of gasoline launch. Active, who had fallen overboard while being taken off his boat.
Apr. 11	do.....	Crew of 3 of gasoline launch Alligator, whose boat had sunk while trying to land alongside dock.
Apr. 12	South Chicago, Illinois.....	A fisherman who had fallen overboard from the gasoline launch Teddy.
Apr. 15	Cleveland, Ohio.....	A man who had fallen off dock in front of the station.
Apr. 16	Hatteras Inlet, North Carolina.	Three fishermen who landed at the station in wet clothing.
Apr. 16	Core Bank, North Carolina....	A man who had been overtaken near the station by a heavy storm.
Apr. 25	Golden Gate, California.....	The master of gasoline launch No. 55, that had swamped under Lands End.
Apr. 28	Gurnet, Massachusetts.....	Three fishermen who, unable to find their vessel in thick fog, had come to station for shelter.
May 1	Block Island, Rhode Island...	Crew of 14 men from the sunken schooner Victor.
May 1	North Manitou Island, Michi- gan, Lake Michigan.	A man who had fallen off a dock.
May 3	Yaquina Bay, Oregon.....	Members of the crew of the wrecked steamer Minnie E. Kelton.
May 7	Sheboygan, Wisconsin, Lake Michigan.	Five men from the wrecked schooner R. H. Becker.
May 10	Newburyport, Massachusetts..	Four men rescued from a capsized gasoline launch.
May 16	Jackson Park, Illinois, Lake Michigan.	A man who had fallen off the pier.
May 23	Old Chicago, Illinois, Lake Michigan.	A man who had fallen overboard from a sailboat.
May 28	Race Point, Massachusetts....	Two men who came to the station from the wrecked schooner Fame.
May 29	Brentons Point, Rhode Island	A fisherman, whose skiff had capsized in the surf.
May 30	Point Allerton, Massachusetts.	The 4 occupants of the gasoline launch Saracen.
June 1	Fort Lauderdale, Florida.....	Two men who had been caught out in a rain squall in an open launch.
June 2	Fort Point, California.....	A workman who had fallen overboard from a pile driver.
June 6	Atlantic City, New Jersey....	Crew of 4 of the wrecked steam yacht Viva.
June 6	Charlotte, New York.....	Two men from a capsized skiff.
June 14	do.....	A man and woman who had been overtaken by a rain squall while out in an open skiff.
June 17	Chester Shoal, Florida.....	A man who had been caught in a storm while out in an open boat.
June 20	Michigan City, Indiana.....	A man who had jumped overboard from the end of a pier.
June 21	Erie, Pennsylvania.....	Three men from a swamped skiff.
June 21	Ludington, Michigan.....	A 4-year-old boy who had fallen off a pier.
June 21	Michigan City, Indiana.....	Crew of 5 of the swamped sloop yacht Pelican.

LETTERS ACKNOWLEDGING SERVICES OF
LIFE-SAVING CREWS.

LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following testimonials of valuable assistance rendered by the service crews to endangered vessels, and to individuals in dire need, have been received during the year at the office of the General Superintendent. Many expressions of gratitude, made verbally to the life-savers by persons who have had occasion to thank them for some service performed in the line of duty, are also noted in the official reports forwarded to headquarters by station keepers.

PAINESVILLE, OHIO, *July 3, 1907.*

DEAR SIR: I am very grateful to you and your crew for the promptness with which you came to our assistance, and for the kind treatment and dry clothing we received from you on July 2, when we were capsized in a canoe. (See Services of crews, p. 48.)

Hoping that I may be able to show my appreciation in a more tangible way, I am
Very truly, yours,

F. N. DOWNER.

Capt. NEIL RASMUSSEN,
Keeper Life-Saving Station, Fairport, Ohio.

MADISON, INDIANA, *July 10, 1907.*

DEAR SIR: As a party, we wish to thank you and your men for your brave act in guiding the *Sir Huon* safely over the falls July 4.

We also wish to give our right names, which we withheld, hoping to avoid publicity. Again thanking you, and wishing you success in your most noble duty, we are,

Gratefully, yours,

RUTH BARNES.
EDNA BELSER.
JULIAN P. TOWER.
NORWOOD HITZ.

Capt. WILLIAM DEVAN,
Keeper Life-Saving Station, Louisville, Kentucky.

UNITED STATES REVENUE-CUTTER SERVICE,
STEAMER SEMINOLE,
Core Bank, North Carolina, August 16, 1907.

SIR: I wish to acknowledge the valuable service rendered by Keeper William T. Willis, of Core Bank life-saving station, North Carolina, in assisting the *Seminole* to save the American schooner *Mary Sanford*, ashore in an exposed position near his station.

Respectfully,

CHAS. SATTERLEE,
1st Lieutenant, U. S. R. C. S., Commanding.

The GENERAL SUPERINTENDENT, UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

ASSATEAGUE HARBOR, VIRGINIA, *August 17, 1907.*

I hereby wish to tender my thanks to Captain Feddeman and crew of the Assateague Beach life-saving station for boarding my vessel on my arrival here in distress and pumping her out, for procuring men to keep her pumped out, and, in fact, for rendering me every assistance in their power.

F. W. CROCKETT,
Master Schooner *Arleville H. Peary*,
New York City.

The GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
Washington, District of Columbia.

RANDOLPH, MAINE, *August 26, 1907.*

DEAR SIR: I wish at this time to thank you and your crew for the assistance rendered us on Saturday p. m., August 24, when you came to us while we were disabled off Wood Island by having a line caught in our wheel; and also for the courteous treatment extended to us while at the station, all of which we appreciate very much.

Wishing you all the success possible, I remain,
Sincerely, yours,

E. B. TURNER AND FAMILY.

Capt. Z. H. SPINNEY,
Keeper *Hunniwells Beach Life-Saving Station*.

SHEBOYGAN, WISCONSIN, *September 3, 1907.*

DEAR SIR: I write you this letter in recognition of the assistance we received from the Life-Saving Service on South Manitou Island on the 14th of August. We had collided with the schooner *Rosa Belle*, and were in pretty bad shape. The South Manitou crew, under the direction of Captain Pugh, rendered us very necessary assistance. After helping to clear the two schooners, they pumped us out for the next three days, morning and afternoon.

I wish to thank you for the help we received, and also to speak very highly of Captain Pugh, for he showed himself a man of great ability, and also of great willingness.

Yours, respectfully,

L. NELSON,
Master Schooner *Petrel*.

GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE.

OCEAN CITY, NEW JERSEY, *September 4, 1907.*

DEAR SIR: You and your crew have won our hearts by your kind, intelligent, and able service to us this afternoon. It is very good of you, Captain, and I want to thank you and your men very, very much for it.

Yours, very truly,

J. WISTAR BROWN, Jr.

CAPTAIN, UNITED STATES LIFE-SAVING STATION,
Longport, New Jersey (*Great Egg Life-Saving Station*).

MARSHFIELD, OREGON, *September 4, 1907.*

DEAR SIR: I wish to express to the Life-Saving Service my hearty appreciation of the work of Capt. Norman Nelson in charge of the station at Coos Bay, Oregon. Most particularly am I thankful for the captain's prompt action and thorough knowledge on a recent occasion when I was personally concerned.

July 30 last I had the misfortune to fall in the bay near the station, got into deep water and thought I was as good as drowned. Mr. W. J. Malloy jumped in the water without removing his clothing, in the hopes of saving me, but his wet garments soon made his position also a precarious one. While Mr. Malloy was struggling with me Captain Nelson made a quick trip in a boat and brought us both to shore.

As I was in an unconscious condition Captain Nelson's timely work of resuscitation was of vital importance. With the skill of a physician he succeeded after much effort in bringing me back to consciousness, so that the incident closed without any serious results.

As I naturally feel thankful to Captain Nelson personally, I also feel grateful to the service in general for efficiency thus exhibited on the part of one of its officers, and take this occasion to express it.

Most respectfully,

A. E. GUYTON.

GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
Washington, District of Columbia.

NEW YORK, *September 11, 1907.*

DEAR CAPTAIN CHARLES: You will be pleased to know that Mrs. Wood and I reached Gloucester on the 20th of August, and that our entire journey was made without mishap. Thanks to the word you sent along the Cape, we were received everywhere with hospitality, and were so carefully nursed that I consider our journey around the cape the safest part of our undertaking.

It is hard for me to express our appreciation of the cordial hospitality shown us by yourself and the crew.

Cordially, yours,

H. A. WISE WOOD.

Capt. JAMES CHARLES,
Orleans Life-Saving Station, Orleans, Massachusetts.

RAILWAY MAIL SERVICE, OFFICE OF CHIEF CLERK,
Nome, Alaska, September 12, 1907.

SIR: On behalf of the Post-Office Department I thank you for bringing the United States mail to the beach on September 12, 1907, from the steamer *Umatilla*, anchored at the roadstead of Nome about 3 miles from shore. At the time you brought it ashore a heavy surf was running, making it a difficult task.

Very respectfully,

WM. McMANUS,
Chief Clerk.

Mr. THOS. A. ROSS,
Keeper Nome Station, Nome, Alaska.

NOME, ALASKA, *September 14, 1907.*

MY DEAR SIR: On behalf of myself and family I want to most sincerely thank you and your noble crew for bringing me ashore from the tugboat *Belle* out in the roadstead during the storm of September 9, 1907, and making it possible to reach the bedside of my brother who was reported to be dying in the hospital.

It would have been impossible for me to reach his side without your assistance. I can not too highly commend your act of mercy in this case, and am so thankful that the Service possesses such a man, who is always ready to answer the call of those in need.

Most sincerely, yours,

Capt. W. H. SMITH.

Capt. THOS. A. ROSS,
Keeper United States Life-Saving Station, Nome, Alaska.

STATEMENT OF JOHN RICHTER.

My name is John Richter, aged 32 years, born in Austria-Silesia. I have resided in Nome since June 14, 1907. In company with Ed Gross, William Groll, Harry Curry, and John Roska, I started from the city of Nome on September 18, at midnight, in a gasoline launch, intending to go to the Kuskoquim River. When one mile or so from Cape Nome, our engine suddenly stopped, and at the same time the storm that was coming up broke, and we were gradually carried out to sea. We called out for help, believing our last hour had come. We were alone on the great sea with the

storm howling about us and the great seas dashing our little boat about, so we felt each minute would be our last. When morning broke we were out of sight of land, but believed we were somewhere near Sledge Island. The storm still increased, and, to make matters worse, we lost our rowboat, towing behind. All our food was spoiled from the gasoline and sea water, and our water rendered unfit for drinking.

For two days and nights we tried to reach the beach, but the storm was too severe, and the wind and waves were against us, so we could make no headway. Finally we made for Sledge Island, and when near that barren place a greater wave than usual cast us half suffocated on the rocks, whence we dragged ourselves ashore more dead than alive. We found a deserted cabin, but there was nothing in it to eat. One of us had a few matches in a metal box kept dry, and we hunted among the rocks and finally found a few young sea fowl, which we greedily devoured, having been without food or water for three days and nights. Ed Gross, one of our party, at this juncture began to show signs of madness, owing undoubtedly to the privations he had undergone.

Three nights we were on the island, living on what we could catch in the way of fowl, each night building a signal fire on the highest point we could find. On the fourth night what was our delight to see a fire kindled on the shore. We hugged each other for joy, for we felt deliverance was at hand. Soon the fire on shore went out, so we put ours out, too. Then, the shore fire being lighted again, we lit ours, and each vied with the other in making a big blaze.

At 2 o'clock the next morning we heard the whistle of the life-saving boat, and soon we were being taken care of by Keeper Thomas Ross and his men. I never want such a narrow escape from death again. If we had not been rescued when we were, there is no doubt in my mind that some, if not all, of us would have been dead by the next day.

JOHN RICHTER.

NOME, ALASKA, *September 25, 1907.*

SHEBOYGAN, WISCONSIN, *October 2, 1907.*

DEAR SIR: I wish to thank Capt. E. E. Pugh and crew of the South Manitou Island station for their prompt and valuable service in getting off our crew on the night of September 10, 1907, when the schooner *H. D. Moore* stranded on the northeast point of South Manitou Island.

Yours, respectfully,

Capt. GUS JOHNSON.

SUPERINTENDENT OF LIFE-SAVING SERVICE,
Twelfth District, Grand Haven, Michigan.

CHINCOTEAGUE, VIRGINIA, *October 7, 1907.*

TO WHOM IT MAY CONCERN:

This is to certify that Keeper Feddeman's quick and brave action saved my ship and cargo from being a total loss. I made this harbor, seeking shelter for the badly leaking vessel. As I had no chart and possessed no knowledge of the port and coast, I displayed a rocket, which was immediately answered, and within ten minutes the crew of the Assateague life-saving station was alongside. Keeper Feddeman piloted the vessel to a safe place, and with his crew bailed her out until late at night. The crew rendered all assistance possible until a wrecking boat arrived.

I thank Captain Feddeman and his men for their service.

Very respectfully,

RUDOLF HELAT,
Master of Schooner Foam.

C. B. FREYBERG LUMBER COMPANY,
Sheboygan, Wisconsin, October 17, 1907.

DEAR SIR: I wish to express my appreciation, and return thanks for the gallant service rendered me by both crews of the Manitou Island life-saving stations.

On the 24th of September, 1907, I broke my centerboard and came to anchor under the North Manitou light in a heavy gale of northwest wind and a big sea. My signals promptly brought out both crews from the Islands, which was a hard job, especially for the South Island crew, considering the big sea and heavy wind.

The North Manitou crew kept watch for me all night, and next morning came out with a tug, which towed my vessel to South Manitou Harbor, where Captain Pugh and his crew, from South Manitou Island, assisted me in fixing up an old centerboard in first-class shape, so I could proceed to Pine Lake and make my trip.

Yours, with gratitude,

Capt. CHAS. GRESHOLD,
Master R. H. Becker.

SUPERINTENDENT TWELFTH UNITED STATES LIFE-SAVING SERVICE DISTRICT,
Grand Haven, Michigan.

CLEVELAND, OHIO, *October 25, 1907.*

DEAR SIR: I hereby take the opportunity of writing to you in regard to the care given to me by Keeper McGaw of the Deer Park life-saving station, and to express my gratitude for the kindness shown by the entire crew. I wish to state that they gave me the best attention possible. I sincerely thank them through you.

Yours, truly,

CHAS. G. PITZ,
(Formerly second mate, steamer *Cypress*.)

Capt. J. G. KIAH,
Superintendent, Eleventh Life-Saving District, Harbor Beach, Michigan.

CLEVELAND, OHIO, *October 26, 1907.*

DEAR SIR: We take this opportunity to thank you and your crew, on behalf of the families and friends of the crew of the steamer *Cypress*, also on our own part, for the work that you did in recovering the bodies washed ashore from the vessel named and taking care of Second Mate Pitz.

If you have been to any expense in this matter in any way, shape, or manner, we ask that you send us an account of it, as we will be more than pleased to reimburse you promptly.

Yours, very truly,

PICKANDS, MATHER & Co.

Capt. ALBERT OCHA,
Keeper Two Heart River Life-Saving Station.

ASSATEAGUE, VIRGINIA, *November 13, 1907.*

TO WHOM IT MAY CONCERN:

I wish to express my thanks to Captain Joseph Feddeman and crew of the Assateague Beach life-saving station for the very valuable assistance rendered me and my crew of the steamer *Wicomico*, sunk in Assateague harbor.

W. M. HAYNIE, *Captain*,
G. R. HAYNIE, *Mate*,
H. C. MESSICK, *Chief engineer*.

OCRACOKE, NORTH CAROLINA, *November 15, 1907.*

DEAR SIR: I wish to thank you and your crew for your kindness in going out in Pamlico Sound in the storm of the 12th and bringing me and my family and crew to the station, and also for your kindness shown us while at the station, as well as for taking me back to the schooner after the storm was over.

Yours, very respectfully,

C. F. AUSTON, *Schooner South Lake*.
G. MEEKINS.
MAGGIE J. AUSTON.
MAY AUSTON.
LULA AUSTON.

KEEPER OCRACOKE LIFE-SAVING STATION
Ocracoke, North Carolina.

PORT HURON, MICHIGAN, *November 30, 1907.*

DEAR SIR: On November 23, 1907, the steamer *Monohansett* burned on Thunder Bay. Forty-five minutes after the steamer blew a danger signal you and your men had taken the crew off and landed them safely on the island. For this prompt assistance, I wish to thank you and your men on behalf of the crew of the *Monohansett*.

Yours, truly,

J. R. INCHES, *Master.*

Capt. JOHN PERSONS,
Thunder Bay Life-Saving Station.

CHAS. CLARKE & Co., CONTRACTORS,
Velasco, Texas, December 2, 1907.

DEAR SIR: We wish to thank you, and, through you, the men composing your crew, for your prompt response to our signals of distress and for the splendid services you so ably rendered in assisting us to take in out of danger the barge *Trilby* on the night of November 21, 1907; also, for your willing assistance on the 23d and 24th, when, laboring two days and a night practically without rest, you made it possible to save the barge *Hopper* and her cargo after she had been driven up on the shore. You were always ready when called upon to do your utmost, and it was largely through your well-directed efforts that we were so successful. The service that you so well represent is to be congratulated upon the crew at Velasco.

We feel sure that in the future you will always be found as ready and willing as we found you, and trust that your services will always be as successful.

With our hearty thanks and best wishes for you and your men, we beg to remain,
Yours, very sincerely,

CHAS. CLARKE & Co.
Per W. H. CROSBY.

Captain STEINHART,
United States Life-Saving Station, Velasco, Texas.

CHATHAM, MASSACHUSETTS, *December 7, 1907.*

SIR: We desire to express to you, as chief officer of the United States Life-Saving Service, our great appreciation of the heroic work so gallantly performed in the face of such discouraging conditions by Keeper Joseph C. Kelley and crew, at Monomoy Point, in rescuing us from the sinking schooner *Rebecca Shepherd* during the severe storm of December 4. Nothing that we can say can begin to describe the conditions under which Captain Kelley succeeded in saving our lives. We never saw his courage and judgment excelled, if equaled, in all our experience at sea. He richly deserves any commendation that the Life-Saving Service may extend to him. He was ably supported by Surfman Edwin A. Studley, whose work also deserves recognition. None of these men knows that we are sending you this testimonial.

Very respectfully,

W. H. STROUT, *Master.*
URIAH W. STROUT, *Mate.*
ALPHONSO O. NASH, *Steward.*
JOE WYLAND, *Seaman.*
HANS LARSEN, *Seaman.*
T. SVENSVOLD, *Seaman.*
GUS. ERIKSEN, *Seaman.*

The GENERAL SUPERINTENDENT,
Life-Saving Service, Washington, District of Columbia.

WORCESTER, MASSACHUSETTS, *December 11, 1907.*

DEAR SIR: I beg to acknowledge with thanks the receipt of your telegram of the 10th advising me that the yacht *Madelon* owned by my father was floated December 4, and that she proceeded on her way south undamaged. I have a letter to-day from my father advising me that the mishap was not of any great consequence. If at any time the opportunity may be offered whereby I may reciprocate your kindness, do not fail to ask it.

Thanking you for your very kind attention in this matter, and extending to you a kind invitation to call on me at any time you are in Worcester, I am,

Very truly, yours,

H. G. BARR.

GENERAL SUPERINTENDENT,
United States Life-Saving Service, Washington, District of Columbia.

ASSATEAGUE BEACH, VIRGINIA, *January 8, 1908.*

SIR: I wish to express my thanks to the crew of the Assateague Beach Life-Saving Station for their assistance in helping to get the schooner *Melville* out of a dangerous position and to a safe anchorage.

Very truly, yours,

ALEXANDER G. SMITH,
Master.

The GENERAL SUPERINTENDENT,
United States Life-Saving Service, Washington, District of Columbia.

ST. AUGUSTINE, FLORIDA, *January 9, 1908.*

DEAR SIR: You will no doubt be pleased to learn that we have reached St. Augustine without further mishap, and expect to be at Palm Beach, if nothing happens, about the 15th, where we shall no doubt spend the winter. We have not as yet recovered from our many bruises, so generously bestowed upon us by your boisterous breakers. We think of you and your crew very often, and I shall never forget the welcome sight that Monday morning when your lifeboat came to us through the sea. Kindly allow me to wish yourself and men a very happy and prosperous New Year for 1908.

Very truly, yours,

H. H. MILLS.

Keeper AXEL JOHANSEN,
Sullivan's Island Life-Saving Station.

THE LAKE ERIE DREDGING CO.,
Buffalo, New York, January 11, 1908.

DEAR SIR: Do not think us unmindful of our duty in not thanking you for the valuable services rendered us by yourself and men on the occasion of the wrecking of our tug *Myrtie* on the Bird Island Reef November 2 last, at which time you took the crew off the wrecked boat; and also for your services on two subsequent occasions in passing lines to the wreck in our efforts to recover the boat, which has since, so far as we know, become a total loss, owing to the position of the boat on the reef and the continued bad weather.

We thanked you verbally at the time, but think it due to you that we should thank you by letter.

Respectfully, yours,

THE LAKE ERIE DREDGING COMPANY,
E. J. HINGSTON, *General Manager.*

Capt. W. W. GRIESSER,
United States Life-Saving Service, Buffalo, New York.

PORTSMOUTH LIFE-SAVING STATION,
North Carolina, January 17, 1908.

We, the undersigned master and crew of the ill-fated schooner *Anne Comber*, wish to express to Keeper Charles S. McWilliams and his crew at the Portsmouth life-saving station, our sincere and lasting respect and admiration for the gallant and heroic services they rendered in coming to our assistance on the sunken schooner *Anne Comber*, on Standard Point Shoal, off Portsmouth life-saving station. Without these services some of the schooner's crew would undoubtedly have been lost. We are also under many obligations to the keeper and his life-savers for saving the schooner's rigging and sails.

J. H. HUNTER, *Master.*
J. F. FROST, *Mate.*
G. BOKER, *Seaman.*
J. K. BUCK, *Cook.*

The GENERAL SUPERINTENDENT,
United States Life-Saving Service, Washington, District of Columbia.

BATTERY PARK BUILDING,
21-24 STATE STREET,
New York, February 5, 1908.

DEAR SIR: On behalf of the owners of the British bark *Puritan*, that was driven ashore on south side of Long Island on Saturday last, we desire to express their appreciation of services rendered by the Bellport, Blue Point, and Smith Point life-saving crews in the rescue of the crew of the vessel named, and for the housing and subsistence of the shipwrecked men at the Bellport station. Especially would we call your attention to the prompt reports received through our Maritime Exchange from Keeper Henry Kremer, and to the services of Lieutenant Edmonds, who not only looked after the transportation of crew to New York, but provided the necessary funds.

Taking it all in all, we consider that the assistance rendered, as mentioned above, should have more than passing notice.

Respectfully, yours,

J. F. WHITNEY & Co.

S. I. KIMBALL, Esq.,
*General Superintendent Life-Saving Service, Washington,
District of Columbia.*

SOUTH HAVEN, February 13, 1908.

Capt. FRANK E. JOHNSON,
South Haven Life-Saving Station.

DEAR SIR: It was my intention to-day to call on you and try to express to you in behalf of myself and wife the overwhelming gratitude we feel for the prompt and brave response you made to the call for the rescue of my son.

We will always remember the tireless and persistent effort you made to resuscitate the lifeless body after all hope of everyone except ourselves seemed to be gone. Of course we hoped against hope.

As a very small token of our gratitude I inclose check ^a for \$10. If it had not been that we were leaving here to-morrow we would have preferred to send you something other than money as a remembrance, but trust you will accept this in the spirit in which it is given.

Thankfully, yours,

ROBERT WATT.

BOSTON, MASS., February 15, 1908.

SIR: I wish to write you a few lines in regard to the 12th of January, 1908, when the schooner *John E. Devlin* went ashore 5 miles north-northeast of the Metomkin Inlet Life-Saving Station, Virginia, and to testify in behalf of Captain Taylor and his crew of life-savers at the Metomkin station. They made daring attempts to rescue us, the second of which was successful. They landed us safely, and took us to the station, where we were given the very best treatment. I feel that I owe Captain Taylor and his men a great debt.

Yours, truly,

JOHN RANDALL, *Mate.*

The GENERAL SUPERINTENDENT, UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

JONES BEACH LIFE-SAVING STATION,
February 16, 1908.

GENTLEMEN: We, the undersigned, members of the crew of the British steamship *Roda*, now stranded on Jones Beach, Long Island, beg to express our appreciation of the gallant conduct of the boat's crew employed in rescuing us from the above-named vessel on the morning of the 15th of February, 1908, in the very heavy weather and under exceptional circumstances. We must say that your conduct on this occasion is worthy of the greatest praise, and the manner in which the rescue was carried out worthy of American seamen.

We also thank you for your kindness and hospitality extended to us while ashore in the life-saving station, and assure you we will never forget same.

^aThe check was returned to Mr. Watt with the keeper's thanks.

We trust you will accept this, our humble way of expressing our appreciation, in the spirit in which it is given.

WM. W. J. BEAVAN, *Master*.
G. J. TAYLOR, *First Mate*.
B. W. KING, *Second Officer*.
WM. M. MORRIS, *First Engineer*.
E. C. MANGER, *Second Engineer*.
B. HOBSON, *Third Engineer*.

TO THE KEEPER AND MEMBERS OF THE JONES BEACH LIFE-SAVING STATION.

BARK PURITAN,
Long Island Beach, February 22, 1908.

SIR: The above bark had the misfortune to strand near the Bellport station, and I herein beg to express my thanks for the prompt services rendered by the life-savers. I also wish to say Captain Kremer and his wife acted most hospitably to my wife and children, who accompanied me on the vessel, and inconvenienced themselves to accommodate them during their stay at the station.

I am, sir, yours, respectfully,

FRANK W. CHAPMAN,
Master Bark Puritan.

TO the GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
Washington, District of Columbia.

BRITISH STEAMSHIP DUNKELD,
Portsmouth, North Carolina, March 27, 1908.

DEAR SIR: I have much pleasure in rendering my thanks for the valuable services rendered to my steamer, which was stranded outside the entrance of Portsmouth harbor.

The two lifeboat crews worked night and day and stood by from the 25th to the evening of the 27th, doing all that could be done.

I certainly congratulate you on your splendid service, which is carried on with such system. I must mention specially your two captains, McWilliams and Williams, of Portsmouth and Ocracoke stations.

I am, dear sir, yours, faithfully,

ROBT. BAKER, *Master.*

The Hon. S. I. KIMBALL,
General Superintendent Life-Saving Service,
Washington, District of Columbia.

I feel that I owe you and the boys under your command more praise and gratitude than I can ever pay for the favor you did me on March 25 in the gale in rescuing myself and the man with me; also, in being the means of saving my sloop, which must have become a total wreck had you not come to our assistance at once. I can not praise you and the boys with you half enough—everyone knew what to do and when to do it. In my opinion there is not a life-saving station on the coast of Maine where there is a better or more able crew than at Popham Beach (Hunniwells Beach).

From the captain and owner of the craft that would have been a wreck.

J. W. BARNES.

TO CAPTAIN SPINNEY AND THE NOBLE BOYS OF THE LIFE-SAVING STATION AT
POPHAM BEACH, ME. (*Hunniwells Beach Station*).

OCRACOCKE, *North Carolina, March 27, 1908.*

TO WHOM IT MAY CONCERN:

I wish to express my thanks to Capt. David Williams and crew of the Ocracoke life-saving station, and Capt. C. S. McWilliams and crew of the Portsmouth life-saving station, for the very valuable assistance rendered me and my vessel, the sloop *Mystery*, while stranded at Portsmouth Point beach.

Yours, very truly,

FRANK T. FULCHER, *Master.*

HATTERAS, North Carolina, March 29, 1908.

DEAR SIR: We desire to express our gratitude to the keepers and crews of the Durants and Creeds Hill stations, who so quickly came to our rescue. Our ship grounded at 5.30 a. m., March 23, and in less than an hour's time the life-savers had the beach gear made fast on board ready to land the crew when necessary. Also, we desire to express our thanks for the kind treatment received while we were near the station.

HANS B. THOMLE, Master,
ERIK THOMLE, First Mate,
Norwegian Steamer Antonio Lanasa.

TO LIFE-SAVING SERVICE,
Washington, District of Columbia.

UNITED STATES REVENUE-CUTTER SERVICE,
STEAMER SEMINOLE,
Wilmington, North Carolina, April 3, 1908.

The GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
Washington, District of Columbia.

SIR: I am pleased to testify to the hearty cooperation of the keepers of the life-saving stations with this vessel during the past winter.

Special acknowledgment of services is due keepers H. W. Styron, of Durants, C. S. McWilliams, of Portsmouth, and William T. Willis, of Core Bank.

Keeper McWilliams, on the occasion when the schooner *Wm. W. Converse* was found in distress off Portsmouth, sent a boat all the way to Beaufort, and again to Ocracoke, during bad weather, to get a message to the commanding officer of this vessel.

Respectfully,

J. H. QUINAN,
Captain, U. S. R. C. S., Commanding.

THROUGH THE HONORABLE THE SECRETARY OF THE TREASURY,
Washington, District of Columbia.

3606 BARING STREET,
Philadelphia, Pennsylvania, April 20, 1908.

MY DEAR SIR: I desire to call your attention to the assistance given me by the captain and crew of the Forked River station. On April 11 I was in Barnegat Bay during a gale of wind and in danger of being wrecked on the shoals, when I met Mr. Ridgeway, who piloted me to a safe harbor and took me to the station. I remained there three days, owing to the rough weather. During my stay there I was treated with the greatest kindness by Captain Blackman and crew, who are an admirable lot of men. I am writing to you to express my hearty appreciation for their kindness to me.

Thanking you, I remain,

Yours, respectfully,

JOS. V. McNULTY.

TO the GENERAL SUPERINTENDENT,
Washington, District of Columbia.

S. S. GLENAEN,
Norfolk, Virginia, April 21, 1908.

DEAR SIR: I am grateful and much obliged for services rendered by life-saving boat and crew of Cobb Island while above-named vessel was stranded from 16th to 19th instant. The boat responded very promptly, her captain offering every facility for whatever assistance was required, coming off to the ship daily. The boat and equipment appeared in first-rate order, and the captain and crew efficient and businesslike seamen, being also most courteous and obliging. The whole reflects great credit on the Life-Saving Service under your control.

Yours, faithfully,

ED. GILLINGS, Master.

TO KEEPER COBB ISLAND LIFE-SAVING STATION.

CHATHAM, MASSACHUSETTS, *April 22, 1908.*

DEAR SIR: As a correspondent of newspapers for years, I have had opportunities to speak many words of praise for the men who do such gallant work in your service, and now I can relate a personal experience with much more enthusiasm. Yesterday while out fishing on Island Ledge alone in the boat a heavy northwest wind sprung up, blowing directly offshore, and when I attempted to get in for shelter I found the sea so rough and the gale so heavy that it seemed almost impossible to gain an inch. The oars blew out of the rowlocks, the seas constantly boarded me, and to add to the horror of the situation one of my oars snapped off at the breech, leaving me helpless except for the anchor. Although I had a good length of painter, the furious seas drove the boat backward toward the ocean, and it soon became plain that if my life was to be saved help must be secured.

Several vessels were in the vicinity, and their crews saw my predicament, but in their small boats they were as helpless as myself. Hoisting a coat on my only oar as a distress signal, I had the immediate satisfaction and delight of seeing the life-saving crew in command of Capt. Herbert Eldridge and crew coming out to me. Although time goes slow in such experiences, I know the surfboat was launched inside of five minutes from the time my signal was hoisted and that I was saved in record-breaking time. Had there been any delay I surely would have been washed into the tremendous seas only a little less than a half mile under my lee, and that would have been the end of my career.

Although the life-savers had to go miles to the leeward, when I first caught sight of their faces their cheerfulness was hope-inspiring. They did not look as though they had come off to earn their pay, but cheerfully and willingly to save life. Toget in to the land they had a dead row to the windward, which meant a fight. Although I did not ask or expect it, Captain Eldridge and crew voluntarily offered to tow my boat in, which they did successfully.

It was my first experience of the kind, but in the future I think I can portray the thoughts of a shipwrecked crew as the boats of your service come to the rescue. My presence here is due to the life-savers, and I am thankful.

Sincerely, yours,

CHARLES F. WARD, *Correspondent.*

DISTRICT SUPERINTENDENT, LIFE-SAVING SERVICE.

2425 NORTH NINETEENTH STREET,
Philadelphia, Pennsylvania, *April 23, 1908.*

DEAR SIR: This letter is addressed to your department in commendation of the efficient service rendered by Mr. Harry McGinley and three other members of the Hereford Inlet life-saving station crew, when we were brought safely from our perilous position last Sunday. I inclose a newspaper clipping which will explain the position in which we were placed. I can not speak in too high terms of the able manner in which Mr. McGinley performed his daring work of rescue. He plainly showed his ability to cope with the most treacherous danger of the sea when persons such as our party was composed of are unfortunate enough to get within its grasp. It is very gratifying to know that you have such efficient men stationed at this post of duty.

Believe me, dear sir,

Yours, very truly,

H. J. MALÓTT.

To the GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
Washington, District of Columbia.

CHARLESTON, SOUTH CAROLINA, *April 24, 1908.*

DEAR SIR: I desire on behalf of myself and of the board of township commissioners to thank you and your men for the valuable aid rendered last evening in putting out the fires^a and preventing serious damage.

Yours, respectfully,

T. S. WILBUR.

To Captain JOHANSEN,
Life-Saving Crew, Sullivans Island, South Carolina.

^aThree vacant dwellings saved by station crew with assistance of several soldiers.

RACINE, WISCONSIN, *May 4, 1908.*

DEAR SIR: I write to express to you and the captain and crew of the South Manitou life-saving station my thanks and appreciation for the service rendered us by the crew mentioned on the morning of April 27 in getting our vessel away from the pier at South Manitou. We were caught there by a heavy gale from the east, and by their good work we got out of it safely.

I beg to remain, yours, very respectfully,

C. S. JORGENSEN,
Master of Schooner Lilly E.

SUPERINTENDENT TWELFTH LIFE-SAVING DISTRICT,
Grand Haven, Michigan.

RACINE, WISCONSIN, *May 8, 1908.*

DEAR SIR: I extend my hearty thanks to you for yesterday's help. I saw that all of you were sailors. That is the only class of men that can do all kinds of vessel work when it comes to bad weather like that which we had yesterday.

Yours, very truly,

B. KITTLSON,
Schooner Minnie Mueller.

KEEPER AND CREW, RACINE LIFE-SAVING STATION.

CHICAGO, ILLINOIS, *May 26, 1908.*

It gives me great pleasure to inform you of the gallant work performed by Capt. Henry Sinnigen and crew stationed at Jackson Park, Chicago, Ill., by saving my life on May 16. I accidentally fell off the Sixty-fourth street dock, and the way the life-saving crew responded to my rescue is worthy of mention. May the good God protect them in their perilous occupation.

Yours, sincerely,

WALTER E. FERGUSON.

To the GENERAL SUPERINTENDENT,
*United States Life-Saving Service,
Washington, District of Columbia.*

DORCHESTER, MASSACHUSETTS, *June 2, 1908.*

DEAR SIR: We write these few lines to extend our utmost thanks to you and to your men for the kind assistance rendered May 30, when the fog prevented us seeing our way. We can not fully express our appreciation at receiving your help.

We remain, most cordially,

Mr. and Mrs. FRANK C. MOSHER,
Gasoline Launch Beatrice.

Capt. F. E. HAMILTON,
Keeper of City Point Life-Saving Station.

BOSTON, MASSACHUSETTS, *June 4, 1908.*

MY DEAR SIR: Please allow me to thank you for the service rendered me by your kind-hearted and noble men at Point Allerton life-saving station last Saturday night, May 30. Captain Sparrow gave myself and family his room and everything to make us comfortable, and I was never treated with more courtesy in my life. It gives me much pleasure to tell people what noble men they are. I am proud to belong to a country that produces such men. Inclosed you will find a clipping from one of our Boston papers explaining the situation.

Yours, very truly,

E. G. ELDRIDGE,
Superintendent of Wood, Pollard & Co.

Hon. S. I. KIMBALL,
General Superintendent, United States Life-Saving Service.

LOUISVILLE, KENTUCKY, *June 8, 1908.*

DEAR CAPTAIN: We wish to extend to you our thanks for the efficient aid rendered us by yourself and crew on the afternoon of the 6th. Having lost control of our launch we were about to capsize on the falls when the crew reached us, saving us from drowning.

With best wishes for the future, we beg to remain,

Yours, sincerely,

C. P. JONES,
S. F. SMITH,
F. E. BACON,
C. QUIGGANS,
WM. GOODCHILD.

MOREHEAD CITY, NORTH CAROLINA, *June 9, 1908.*

DEAR SIR: We wish to thank you for the excellent assistance afforded one of our boats, the *Columbia*, on May 29, while crossing the inlet during a storm, by the keeper and crew of the life-saving station at Beaufort Inlet. We feel very much indebted to the service for the valuable assistance rendered at the time.

With best wishes, yours, very truly,

D. B. WADE & SON.

Hon. S. I. KIMBALL,

General Superintendent,

United States Life-Saving Service, Washington, District of Columbia.

CLEVELAND, OHIO, *June 9, 1908.*

Hon. S. I. KIMBALL,

General Superintendent Life-Saving Service.

DEAR SIR: In accordance with your request of the 5th, we give you below a list of the crew that was lost on the steamer *Cypress* on October 11, 1907, in Lake Superior. (For list of crew see "Recovery of bodies," p. 176.)

We note that the keeper of the Deer Park life-saving station has sent you an account of the service rendered, and in this connection wish to advise you that the life-savers at the various stations in the immediate vicinity of where this disaster occurred were tireless in their efforts to locate the missing bodies, and we feel we owe a great deal to them, especially as regards the care they took of second mate Pitz, who was the only survivor.

Yours, very truly,

PICKANDS, MATHER & Co.

SHEBOYGAN, WISCONSIN, *June 14, 1908.*

DEAR SIR: I wish to express to you my sincere thanks and appreciation of the noble services rendered to me when in distress by Captain Dionne and his crew of the Sheboygan life-saving station on the 7th of May, 1908. My vessel, the *R. H. Becker*, in a terrible gale of wind, blowing from 50 to 60 miles an hour, failed to make the Sheboygan Harbor piers. The vessel had been leaking badly, and while riding at anchor after missing the piers, rapidly became waterlogged, so that only prompt service could save her. Such service was rendered by Captain Dionne and his men, who came out to us in their surfboat after a hard pull while the tug lay in the harbor undecided what to do. Captain Dionne immediately put four of his crew aboard at the risk of their lives. They helped us in every possible manner with pumps and lines. After the tug came to tow us in, the schooner capsized inside of the piers. We may well say that our lives were saved by the Sheboygan life-saving crew and their keeper.

Yours, under obligations,

CHAS. GRESHOLDT,
Master of schooner R. H. Becker.

Capt. CHARLES MORTON,

Superintendent Twelfth Life-Saving District,

Grand Haven, Michigan.

NOME, ALASKA, *June 25, 1908.*

SIR: I desire, through you, to thank Keeper Thomas A. Ross, of the life-saving station at this place, for his kind offer of assistance when I arrived here on the steamer

Bowhead after the loss of my vessel, the steam whaler *William Baylies*, off the Siberian coast in latitude 63° 36' N. and longitude 179° 51' W. This occurred May 15 last, at 10.35 p. m.

Myself and crew, consisting of 43 men all told, were taken aboard the *Bowhead* (Capt. J. Tilton) and conveyed to Nome. Immediately on our arrival Keeper Ross came on board and placed the services of himself and crew at my disposal. I felt very grateful for the willingness of Captain Ross to assist me, and take this means of thanking him and the service generally through you.

Yours, very truly,

H. H. BODFISH,
Master of Str. William Baylies.

The GENERAL SUPERINTENDENT,
United States Life-Saving Service,
Washington, District of Columbia.

ON BOARD STEAMER *BOWHEAD*,
Grantley Harbor, Alaska, June 29, 1908.

SIR: Through you I desire to thank the keeper, Mr. Thomas A. Ross, and the crew of the life-saving station at Nome for the very good assistance rendered by them at the time of the fire which occurred on my vessel while lying off Nome on June 23. In answer to whistles for assistance the keeper and crew were on the spot in a very short time, and every one of them from the keeper down worked like beavers to save the ship. The fire was discovered shortly after noon, and threatened the destruction of the vessel, but the able assistance of the life-savers tended in a great measure to gain control of the flames. I feel that this occasion should not be allowed to pass by without this, my testimony, as to the worth of these men. This is only one of many occurrences that have come to my personal notice, where the life-saving service at Nome has been the means of saving not only lives, but valuable property as well.

Yours, sincerely,

JAMES A. TILTON,
Master steam whaler Bowhead.

To the SUPERINTENDENT, *Thirteenth District,*
United States Life-Saving Service, San Francisco.

RED GABLES, GEORGETOWN, MAINE, *June 30, 1908.*

MY DEAR CAPTAIN: Allow me to thank you, and, through you, your crew, for the promptness with which you took the launch *Red Rover* off the rocks at Bay Point on June 29.

The work was thoroughly done, not a scratch being made on the vessel after you took her in charge, and reflects credit on your judgment and the hearty cooperation of your crew.

Yours, truly,

GEO. H. SAMPSON, *Owner.*

Capt. Z. N. SPINNEY,
Life-Saving Station, Popham Beach (Hunniwells Beach), Maine.

APPROPRIATIONS AND EXPENDITURES,
1908.

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1908.

APPROPRIATION—LIFE-SAVING SERVICE, 1908.

For salaries of superintendents of the life-saving and lifeboat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

Maine and New Hampshire, district No. 1.....	\$2,000.00	
Massachusetts, district No. 2.....	2,000.00	
Rhode Island and Fishers Island, district No. 3.....	1,800.00	
Long Island, district No. 4.....	2,000.00	
New Jersey, district No. 5.....	2,000.00	
Delaware, Maryland, and Virginia, district No. 6.....	2,000.00	
Virginia and North Carolina, district No. 7.....	2,000.00	
South Carolina, Georgia, and Florida, district No. 8.....	1,700.00	
Gulf of Mexico, district No. 9.....	1,800.00	
Lakes Ontario and Erie, district No. 10.....	2,000.00	
Lakes Huron and Superior, district No. 11.....	2,000.00	
Lake Michigan, district No. 12.....	2,000.00	
Alaska, Washington, Oregon, and California, district No. 13.....	2,000.00	
		\$25,300.00
For salaries of 290 keepers of life-saving and lifeboat stations and of houses of refuge.....		249,600.00
For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, and at the building to be erected on the grounds of the Jamestown Tercentennial Exposition, near the waters of Hampton Roads, in the State of Virginia, under authority of section 10 of the act of Congress approved June 30, 1906, for an exhibit of the United States Life-Saving Service, at the uniform rate of \$65 per month each during the period of actual employment, and \$3 per day for each occasion of service at other times; compensation of volunteers at life-saving and lifeboat stations for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed \$10 for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters and purchase of fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same, and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States.....		1,729,110.00
For establishing a telephone line from the Umpqua River life-saving station, Oregon, to a point at the mouth of the Siuslaw River.....		5,000.00
Deficiency appropriation, act approved May 30, 1908.—For an additional amount for the Life-Saving Service for the fiscal year 1908, made necessary by the increase in the compensation of the district superintendents, the keepers, and No. 1 surfmen in the Life-Saving Service, and the allowance of rations or commutation thereof for keepers and crews, under the provisions of an act entitled "An act to increase the efficiency of the personnel of the Life-Saving Service of the United States," approved March 26, 1908.....		51,000.00
Total.....		2,060,010.00

EXPENDITURES.

For salaries of superintendents of life-saving and lifeboat stations and houses of refuge in the several districts, as follows:

District No. 1, July 1, 1907, to June 30, 1908.....	\$2,052.78	
District No. 2, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 3, July 1, 1907, to June 30, 1908.....	1,852.78	
District No. 4, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 5, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 6, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 7, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 8, July 1, 1907, to June 30, 1908.....	1,752.78	
District No. 9, July 1, 1907, to June 30, 1908.....	1,852.78	
District No. 10, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 11, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 12, July 1, 1907, to June 30, 1908.....	2,052.78	
District No. 13, July 1 to 17, 1907, and November 1, 1907, to June 30, 1908.....	1,480.56	
		25,413.92
Salaries of 272 keepers, districts Nos. 1 to 13, inclusive, quarter ending September 30, 1907.....	60,600.00	
Salaries of 273 keepers, districts Nos. 1 to 13, inclusive, quarter ending December 31, 1907.....	60,850.00	
Salaries of 273 keepers, districts Nos. 1 to 13, inclusive, quarter ending March 31, 1908.....	60,825.00	
Salaries of 274 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1908.....	68,068.91	
		250,343.91
Pay of surfmen in district No. 1, from August 1, 1907, to May 31, 1908.....	61,474.78	
Pay of surfmen in district No. 2, from July 1, 1907, to June 30, 1908.....	137,017.94	
Pay of surfmen in district No. 3, from August 1, 1907, to May 31, 1908.....	38,755.15	
Pay of surfmen in district No. 4, from August 1, 1907, to May 31, 1908.....	127,122.51	
Pay of surfmen in district No. 5, from August 1, 1907, to May 31, 1908.....	174,875.51	
Pay of surfmen in district No. 6, from August 1, 1907, to May 31, 1908.....	82,807.78	
Pay of surfmen in district No. 7, from August 1, 1907, to May 31, 1908.....	150,154.87	
Pay of surfmen in district No. 8, from August 1, 1907, to May 31, 1908.....	3,908.66	
Pay of surfmen in district No. 9, from August 1, 1907, to May 31, 1908.....	31,882.45	
Pay of surfmen in district No. 10, from July 1, 1907, to June 30, 1908.....	45,474.45	
Pay of surfmen in district No. 11, from July 1 to December 12, 1907, and from April 13 to June 30, 1908.....	73,400.70	
Pay of surfmen in district No. 12, from July 1 to November 30, 1907, and from April 1 to June 30, 1908.....	112,709.31	
Pay of surfmen in district No. 13, from July 1, 1907, to June 30, 1908.....	104,495.29	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2.....	\$9.00	
District No. 5.....	8.00	
District No. 6.....	15.00	
District No. 7.....	3.00	
		35.00

Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$9. 00	
District No. 2.....	3. 00	
District No. 3.....	9. 00	
District No. 4.....	6. 00	
District No. 5.....	33. 00	
District No. 9.....	33. 00	
District No. 10.....	57. 00	
District No. 12.....	81. 00	
	<u>\$231. 00</u>	
		\$1, 144, 345. 40
Commutation of rations for keepers and surfmen.....		46, 458. 00
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	4, 093. 22	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	13, 671. 37	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	3, 460. 49	
		21, 225. 08
Apparatus.....	15, 660. 78	
Books, charts, stationery, advertising, etc.....	2, 079. 38	
Care of stations pending appointment of keepers.....	761. 50	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life- Saving Service.....	10, 088. 09	
Compensation for special services, labor, etc.....	49, 505. 08	
Draft animals.....	11, 751. 26	
Equipments.....	12, 370. 22	
Freight, packing, storage, telegraphing, etc.....	3, 708. 96	
Fuel and water for stations.....	32, 393. 95	
Furniture.....	6, 510. 20	
Medals.....	993. 14	
Protection of stations.....	4, 188. 48	
Rebuilding, repair, and improvement of stations.....	87, 770. 53	
Removal of stations.....	1, 297. 75	
Rents.....	10, 597. 38	
Repairs to apparatus, equipments, and furniture.....	36, 587. 23	
Sites for stations.....	51. 58	
Subsistence of persons rescued from wrecked vessels.....	105. 00	
Supplies.....	26, 938. 68	
Telephones, telephone lines, and their maintenance.....	23, 544. 79	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	284. 50	
Traveling expenses of officers.....	12, 634. 70	
		349, 823. 18
Pay of keeper and 10 surfmen at the station on the grounds of the James- town Tercentennial Exposition, near Hampton Roads, Va., July 1 to December 14, 1907.....		3, 766. 15
Telephone line, Umpqua River life-saving station to Siuslaw River, Oregon.....		2, 858. 06
Total expenditures from appropriation "Life-Saving Service, 1908"....		1, 844, 233. 70
Balance of available funds, June 30, 1908.....		215, 776. 30
		<u>2, 060, 010. 00</u>
At the beginning of the fiscal year there remained on hand avail- able from the appropriation of the preceding year the following:		
Unexpended balance, July 1, 1907.....	\$170, 441. 06	
To which repayments have been made amounting to.....	3, 768. 36	
Total available funds.....		<u>174, 209. 42</u>

The expenditures from this sum during the last year, made in payment of indebtedness standing over from the preceding year, were as follows:

"Life-Saving Service, 1907," available as above.....	\$174,209.42	
Salary of keeper, Nome Station, 13th district, April 22 to June 30, 1907...	172.50	
Pay of surfman, Forked River Station, 5th district, March 1 to 16, 1907.....	\$13.24	
Pay of surfman, Charlotte Station, 10th district, June 10 to 12 and 18 to 21, 1907.....	15.17	
Pay of surfmen, Nome and Point Bonita stations, 13th district, during December, 1906, April, May, and June, 1907.....	1,360.66	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$27.00	
District No. 2.....	3.00	
District No. 5.....	22.00	
District No. 7.....	21.00	
District No. 8.....	3.00	
	76.00	
		1,465.07
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	2,546.34	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	24,214.98	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	6,147.67	
		32,908.99
Apparatus.....	9,990.96	
Books, charts, stationery, advertising, etc.....	144.31	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	927.50	
Compensation for special services, labor, etc.....	3,666.93	
Draft animals.....	1,014.59	
Equipments.....	202.49	
Freight, packing, storage, telegraphing, etc.....	2,911.22	
Fuel and water for stations.....	2,939.66	
Furniture.....	507.67	
Medals.....	2.00	
Rebuilding, repair, and improvement of stations.....	38,482.02	
Rents.....	2,471.17	
Repairs to apparatus, equipments, and furniture.....	11,037.66	
Sites for stations.....	152.25	
Supplies.....	2,383.92	
Telephones, telephone lines, and their maintenance.....	7,734.97	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	70.00	
Traveling expenses of officers.....	1,713.76	
		86,353.08
Total expenditures from appropriation "Life-Saving Service, 1907".....	120,899.64	
Balance of available funds, June 30, 1908.....	53,309.78	
		174,209.42

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1906, the following:

"Life-Saving Service, 1906".....	\$32,961.24
To which repayments have been made amounting to.....	14.70
Total available funds.....	32,975.94

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1906, were as follows:

"Life-Saving Service, 1906," available as above.....	\$32, 975.94
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	\$60. 67
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	916. 50
Pay of widows and others under provisions of section 8 of the act approved May 4, 1882.....	275. 17
	<u>\$1, 252. 34</u>
Apparatus.....	21. 35
Freight, packing, storage, telegraphing, etc.....	329. 58
	<u>350. 93</u>
Total expenditures from appropriation "Life-Saving Service, 1906".....	1, 603. 27
Balance unexpended June 30, 1908.....	<u>31, 372. 67</u>

This unexpended balance of \$31,372.67 was carried to the surplus fund June 30, 1908.

At the beginning of the fiscal year there was on hand available from the appropriation "Rebuilding and improving life-saving stations (proceeds of sales)," the following:

Unexpended balance, July 1, 1907.....	\$19, 216. 99
This sum has been increased by amounts realized from sales of public property belonging to the Life-Saving Service condemned and sold in conformity with provisions of law.....	428. 65
Total available funds June 30, 1908.....	<u>19, 645. 64</u>

There was collected during the year and covered into the Treasury as miscellaneous receipts, and carried to the account of "Receipts from United States telephone lines, Life-Saving Service," the sum of \$118.90, being tolls for the transmission of messages.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1908, were therefore as follows:

"Life-Saving Service, 1908".....	\$1, 844, 233. 70
"Life-Saving Service, 1907".....	120, 899. 64
"Life-Saving Service, 1906".....	1, 603. 27
	<u>1, 966, 736. 61</u>
Less the following:	
Repayments to appropriations:	
"Life-Saving Service, 1907".....	\$3, 768. 36
"Life-Saving Service, 1906".....	14. 70
"Rebuilding and improving life-saving stations (proceeds of sales)".....	428. 65
	<u>4, 211. 71</u>
Total net expenditures of the service.....	<u>1, 962, 524. 90</u>

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1908, available as heretofore stated, the following balances:

"Life-Saving Service, 1908".....	\$215, 776. 30
"Life-Saving Service, 1907".....	53, 309. 78
"Rebuilding and improving life-saving stations (proceeds of sales)".....	19, 645. 64

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1908, differs from the expenditures by warrants in the following particulars:

Net expenditure by warrants.....	\$1,962,387.74
To which should be added the following amount, as shown on page 288 of the report for 1907:	
In hands of W. S. Richards, disbursing clerk, June 30, 1907—	
"Life-Saving Service, 1907".....	11,308.64
	1,973,696.38
Less the following amounts:	
In hands of W. S. Richards, disbursing clerk, June 30, 1908—	
"Life-Saving Service, 1908".....	\$11,127.07
Amounts reappropriated and expended by warrants	
not included in the foregoing statement.....	44.41
	11,171.48
Net expenditures from appropriations for the year.....	1,962,524.90

To the foregoing statement of expenditures for the maintenance of the Life-Saving Service may be added the following:

APPROPRIATION.

"Salaries, office Life-Saving Service, 1908".....	\$46,100.00
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EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service.....	\$45,985.86
Amount unexpended.....	114.14
	46,100.00

LIST OF UNITED STATES LIFE-SAVING
DISTRICTS AND STATIONS.

LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Quoddy Head.....	Me.....	Carrying Point Cove.....	44 48 40	66 58 50
Cross Island.....	Me.....	Off Machiasport.....	44 36 45	67 16 30
Great Wass Island.....	Me.....	Off Jonesport.....	44 28 00	67 35 30
Cranberry Islands.....	Me.....	Little Cranberry Island, off Mount Desert.....	44 15 30	68 12 40
White Head.....	Me.....	On southwest end White Head Island.....	43 58 40	69 08 00
Burnt Island.....	Me.....	Off mouth St. Georges River.....	43 52 20	69 17 40
Damiscove Island.....	Me.....	On the west shore of Damiscove Harbor.....	43 45 20	69 37 00
Hunniwells Beach.....	Me.....	On west side mouth Kennebec River.....	43 45 00	69 46 55
Cape Elizabeth.....	Me.....	Near the Lights.....	43 33 58	70 12 00
Fletchers Neck.....	Me.....	Biddeford Pool, Fletchers Neck.....	43 26 30	70 20 30
Portsmouth Harbor.....	Me.....	Wood Island, Portsmouth Harbor.....	43 03 50	70 41 55
Wallis Sands.....	N. H.....	1½ miles south of Odiornes Point.....	43 01 15	70 44 00
Rye Beach.....	N. H.....	North end of Rye Beach.....	42 59 30	70 45 20
Hampton Beach.....	N. H.....	1½ miles north of Great Boars Head.....	42 56 20	70 47 40

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Salisbury Beach.....	Mass....	¾ mile south of State line.....	42 51 40	70 49 00
Newburyport.....	Mass....	North end of Plum Island, mouth of Merrimac River.....	42 48 30	70 49 00
Plum Island.....	Mass....	On Plum Island, 2½ miles from south end.....	42 44 00	70 47 15
Straitsmouth b.....	Mass....	½ mile west of Straitsmouth light.....	42 39 30	70 36 00
Gloucester.....	Mass....	Old House cove, westerly side of harbor, 1½ miles from town.....	42 35 30	70 41 10
Nahant.....	Mass....	On the neck, close to Nahant.....	42 25 45	70 56 00
City Point.....	Mass....	Floating station in Dorchester Bay, Boston Harbor.....		
Point Allerton.....	Mass....	1 mile west of Point Allerton.....	42 18 20	70 54 00
North Scituate.....	Mass....	2½ miles south of Minots Ledge light.....	42 14 00	70 45 30
Fourth Cliff.....	Mass....	South end of Fourth Cliff, Scituate.....	42 09 30	70 42 10
Brant Rock.....	Mass....	On Green Harbor Point.....	42 05 30	70 38 40
Gurnet.....	Mass....	4½ miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point.....	Mass....	6½ miles southeast of Plymouth.....	41 55 30	70 32 40
Wood End.....	Mass....	¾ mile east of light.....	42 01 15	70 11 30
Race Point.....	Mass....	1½ miles northeast of Race Point light.....	42 04 45	70 13 15
Peaked Hill Bars.....	Mass....	2½ miles northeast of Provincetown.....	42 04 40	70 09 50

^a Obtained from latest Coast Survey charts.

^b Formerly Davis Neck.

SECOND DISTRICT—Continued.

COAST OF MASSACHUSETTS—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
High Head.....	Mass....	3½ miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland.....	Mass....	¾ mile northwest of Cape Cod light.....	42 02 55	70 04 20
Pamet River.....	Mass....	3½ miles south of Cape Cod light.....	42 00 00	70 01 15
Cahoons Hollow.....	Mass....	2½ miles east of Wellfleet.....	41 56 45	69 59 05
Nauset.....	Mass....	1½ miles south of Nauset lights.....	41 50 40	69 56 45
Orleans.....	Mass....	Abreast of Ponchet Island.....	41 45 35	69 55 55
Old Harbor.....	Mass....	½ mile north of Chatham Inlet.....	41 41 45	69 56 00
Chatham.....	Mass....	1½ miles south-southwest of Chatham lights.....	41 39 10	69 57 10
Monomoy.....	Mass....	2½ miles north of Monomoy light.....	41 35 25	69 59 10
Monomoy Point.....	Mass....	¾ mile southwest of Monomoy light.....	41 33 10	70 00 20
Coskata.....	Mass....	2½ miles south of Nantucket (Great Point) light.....	41 22 00	70 01 15
Surfside.....	Mass....	2½ miles south of the town of Nantucket.....	41 14 30	70 06 00
Maddequet.....	Mass....	6 miles west of Surfside.....	41 16 05	70 12 30
Muskeget.....	Mass....	Near west end of Muskeget Island.....	41 20 20	70 18 50
Gay Head.....	Mass....	Near light.....	41 21 04	70 50 08
Cuttyhunk.....	Mass....	Near east end Cuttyhunk Island.....	41 25 25	70 54 45

THIRD DISTRICT.

COASTS OF RHODE ISLAND AND FISHERS ISLAND.

Brenton Point.....	R. I....	On Prices Neck.....	41 26 58	71 20 10
Narragansett Pier.....	R. I....	Northern part of the town.....	41 25 45	71 27 20
Point Judith.....	R. I....	Near light.....	41 21 40	71 29 00
Quonochontaug.....	R. I....	7½ miles east of Watch Hill light.....	41 19 50	71 43 10
Watch Hill.....	R. I....	Near light.....	41 18 20	71 51 30
Fishers Island.....	N. Y....	West shore of East Harbor.....	41 17 00	71 56 40
Sandy Point.....	R. I....	Block Island, north side, near light.....	41 13 40	71 34 40
New Shoreham.....	R. I....	Block Island, east side, near landing.....	41 10 20	71 33 30
Block Island.....	R. I....	Block Island, west side, near Dickens Point...	41 09 40	71 36 40

FOURTH DISTRICT.

COAST OF LONG ISLAND.

Montauk Point ^b	N. Y....	At the light.....	41 04 00	71 51 30
Ditch Plain.....	N. Y....	3½ miles southwest of Montauk light.....	41 02 10	71 54 30
Hither Plain.....	N. Y....	½ mile southwest of Ford Pond.....	41 01 30	71 57 50
Napeague.....	N. Y....	Abreast of Napeague Harbor.....	40 59 45	72 02 40
Amagansett.....	N. Y....	Abreast of the village.....	40 58 00	72 08 20
Georgica.....	N. Y....	1 mile south of village of East Hampton.....	40 56 40	72 11 40
Mecox.....	N. Y....	2 miles south of the village of Bridgehampton..	40 54 10	72 18 00
Southampton.....	N. Y....	¾ mile south of the village.....	40 52 10	72 23 40
Shinnecock.....	N. Y....	2 miles east-southeast of Shinnecock light.....	40 50 40	72 27 50
Tiana.....	N. Y....	2 miles southwest of Shinnecock light.....	40 49 40	72 31 30
Quogue.....	N. Y....	¾ mile south of the village.....	40 48 20	72 36 00
Potunk.....	N. Y....	1½ miles southwest of Potunk village.....	40 47 30	72 39 00
Moriches.....	N. Y....	2½ miles southwest of Speonk village.....	40 46 30	72 43 10
Forge River.....	N. Y....	3½ miles south of Moriches.....	40 44 30	72 49 00
Smiths Point.....	N. Y....	Abreast of the point.....	40 44 00	72 52 20

^a Obtained from latest Coast Survey charts.^b In charge of keeper of Ditch Plain station. No crew employed.

FOURTH DISTRICT—Continued.

COAST OF LONG ISLAND—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Bellport.....	N. Y.	4 miles south of the village.....	40 42 40	72 55 50
Blue Point.....	N. Y.	4½ miles south of Patchogue.....	40 40 40	73 01 20
Lone Hill.....	N. Y.	8 miles east of Fire Island light.....	40 39 40	73 04 20
Point of Woods.....	N. Y.	4 miles east of Fire Island light.....	40 38 50	73 08 10
Fire Island.....	N. Y.	¾ mile west of Fire Island light.....	40 37 40	73 13 20
Oak Island.....	N. Y.	East end of Oak Island.....	40 38 10	73 17 40
Gilgo.....	N. Y.	West end of Oak Island.....	40 37 20	73 22 20
Jones Beach.....	N. Y.	East end of Jones Beach.....	40 36 40	73 26 20
Zachs Inlet.....	N. Y.	West end of Jones Beach.....	40 36 10	73 28 50
Short Beach.....	N. Y.	¾ mile east of Jones Inlet.....	40 35 30	73 31 20
Point Lookout.....	N. Y.	2 miles west of New Inlet.....	40 35 10	73 35 40
Long Beach.....	N. Y.	Near west end of Long Beach.....	40 35 10	73 40 45
Far Rockaway ^b	N. Y.	.....	.....	.....
Rockaway.....	N. Y.	Near the village of Rockaway.....	40 35 30	73 47 30
Rockaway Point.....	N. Y.	West end of Rockaway Beach.....	40 34 10	73 51 50
Coney Island ^c	N. Y.	Manhattan Beach.....	40 34 20	73 55 30
Eatons Neck.....	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00
Rocky Point.....	N. Y.	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.	41 08 20	72 21 10

FIFTH DISTRICT.

COAST OF NEW JERSEY.

Sandy Hook.....	N. J.	On Bay side ½ mile south of point of Hook....	40 27 51	74 00 27
Spermaceti Cove.....	N. J.	2½ miles south of Sandy Hook light.....	40 25 40	73 59 00
Seabright.....	N. J.	About a mile south of Navesink light.....	40 22 50	73 58 30
Monmouth Beach.....	N. J.	About a mile south of Seabright.....	40 20 30	73 58 30
Long Branch.....	N. J.	Greens Pond.....	40 16 40	73 59 00
Deal.....	N. J.	Asbury Park.....	40 13 50	73 59 50
Shark River.....	N. J.	Near the mouth of Shark River.....	40 11 30	74 00 40
Spring Lake.....	N. J.	2½ miles south of Shark River.....	40 09 20	74 01 20
Squan Beach.....	N. J.	1 mile southeast of Squan village.....	40 07 00	74 02 00
Bayhead.....	N. J.	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J.	2½ miles south of head of Barnegat Bay.....	40 01 40	74 03 10
Chadwick.....	N. J.	5 miles south of head of Barnegat Bay.....	39 59 10	74 04 00
Toms River.....	N. J.	On the beach abreast mouth Toms River.....	39 56 10	74 04 30
Island Beach.....	N. J.	1½ miles south of Seaside Park.....	39 53 40	74 05 00
Cedar Creek.....	N. J.	5½ miles north of Barnegat Inlet.....	39 51 10	74 05 10
Forked River.....	N. J.	2 miles north of Barnegat Inlet.....	39 48 10	74 05 40
Barnegat.....	N. J.	South side of Barnegat Inlet.....	39 45 30	74 06 10
Loveladies Island.....	N. J.	2½ miles south of Barnegat Inlet.....	39 43 50	74 07 20
Harvey Cedars.....	N. J.	5½ miles south of Barnegat Inlet.....	39 41 20	74 08 30
Ship Bottom.....	N. J.	Midway of Long Beach.....	39 38 10	74 11 00
Long Beach.....	N. J.	1½ miles north of Beach Haven.....	39 35 00	74 13 20
Bonds.....	N. J.	2½ miles south of Beach Haven.....	39 32 00	74 15 20
Little Egg.....	N. J.	Near the light north of Inlet.....	39 30 10	74 17 30

^a Obtained from latest Coast Survey charts.^b Station destroyed by sudden gale while being moved across the water to new site.^c Not in operation.

FIFTH DISTRICT—Continued.
COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Little Beach.....	N. J.	South side of Little Egg Inlet.....	39 27 30	74 19 30
Brigantine.....	N. J.	5½ miles north of Absecon light.....	39 25 30	74 20 30
South Brigantine.....	N. J.	3½ miles north of Absecon light.....	39 24 00	74 22 30
Atlantic City.....	N. J.	At Absecon light.....	39 22 00	74 24 50
Absecon.....	N. J.	2½ miles south of Absecon light.....	39 20 50	74 27 40
Great Egg.....	N. J.	6½ miles south of Absecon light.....	39 19 00	74 31 10
Ocean City.....	N. J.	South side of Egg Harbor Inlet.....	39 17 00	74 34 00
Pecks Beach.....	N. J.	3½ miles north of Corson Inlet.....	39 14 50	74 36 50
Corson Inlet.....	N. J.	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City.....	N. J.	3¼ miles north of Townsend Inlet.....	39 09 40	74 41 05
Townsend Inlet.....	N. J.	Near the Inlet, north side.....	39 07 30	74 42 45
Avalon.....	N. J.	3½ miles southwest from Ludlam Beach light.....	39 05 50	74 43 10
Tathams.....	N. J.	2½ miles northeast from Hereford Inlet light.....	39 02 30	74 45 50
Hereford Inlet.....	N. J.	Near Hereford light.....	39 00 20	74 47 20
Holly Beach.....	N. J.	6 miles northeast of Cape May City.....	38 58 40	74 49 50
Two Mile Beach.....	N. J.	4 miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.	½ mile east of Cape May City.....	38 56 00	74 54 30
Cape May.....	N. J.	Near the light.....	38 55 40	74 57 30
Bay Shore ^b	N. J.	2½ miles west of Cape May City.....	38 56 40	74 58 10

SIXTH DISTRICT.

COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes.....	Del.....	2 miles west from Cape Henlopen light.....	38 46 50	75 07 10
Cape Henlopen.....	Del.....	¾ mile southerly of Cape Henlopen light.....	38 45 50	75 04 50
Rehoboth Beach.....	Del.....	Opposite north end of Rehoboth Bay.....	38 41 30	75 04 20
Indian River Inlet.....	Del.....	North of Inlet.....	38 37 50	75 03 40
Bethany Beach.....	Del.....	7½ miles north of Fenwick light.....	38 33 00	75 03 30
Fenwick Island.....	Del.....	1½ miles north of light.....	38 28 20	75 03 00
Isle of Wight.....	Md.....	3 miles south of Fenwick light.....	38 24 10	75 03 30
Ocean City.....	Md.....	At village.....	38 20 00	75 05 00
North Beach.....	Md.....	10 miles south of Ocean City.....	38 11 30	75 09 20
Green Run Inlet.....	Md.....	13½ miles northeast of Assateague light.....	38 04 30	75 12 50
Popes Island.....	Va.....	10 miles northeast of Assateague light.....	38 00 20	75 15 40
Assateague Beach.....	Va.....	1½ miles south of Assateague light.....	37 53 40	75 21 40
Wallops Beach.....	Va.....	1½ miles south of Chincoteague Inlet.....	37 52 00	75 26 50
Metomkin.....	Va.....	On Metomkin Beach, near the Inlet.....	37 40 45	75 34 50
Wachapreague.....	Va.....	South end of Cedar Island.....	37 35 20	75 36 40
Parramore Beach.....	Va.....	Midway of beach.....	37 32 20	75 37 20
Hog Island.....	Va.....	South end of Hog Island.....	37 22 20	75 42 45
Cobb Island.....	Va.....	South end of Cobb Island.....	37 17 30	75 47 00
Smith Island.....	Va.....	At Cape Charles light.....	37 07 00	75 53 40

^a Obtained from latest Coast Survey charts.

^b In charge of keeper of Cape May station. No crew employed.

SEVENTH DISTRICT.

COAST BETWEEN CHESAPEAKE BAY AND THE NORTHERN BOUNDARY OF SOUTH CAROLINA.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Cape Henry.....	Va.....	$\frac{3}{4}$ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Virginia Beach.....	Va.....	5 $\frac{1}{2}$ miles south of Cape Henry light.....	36 51 10	75 58 40
Dam Neck Mills.....	Va.....	10 miles south of Cape Henry light.....	36 47 10	75 57 30
Little Island.....	Va.....	On beach abreast of North Bay.....	36 41 30	75 55 20
False Cape.....	Va.....	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods.....	N. C.....	On beach abreast of Knotts Island.....	36 32 00	75 52 10
Penneys Hill.....	N. C.....	5 $\frac{1}{4}$ miles north of Currituck Beach light.....	36 27 30	75 50 40
Currituck Beach.....	N. C.....	$\frac{3}{4}$ mile north of Currituck Beach light.....	36 23 20	75 49 40
Poyners Hill.....	N. C.....	6 $\frac{1}{2}$ miles south of Currituck Beach light.....	36 17 10	75 48 00
Caffeys Inlet.....	N. C.....	10 $\frac{1}{2}$ miles south of Currituck Beach light.....	36 13 40	75 46 20
Paul Gamie's Hill.....	N. C.....	5 miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	N. C.....	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills.....	N. C.....	4 $\frac{1}{2}$ miles south of Kitty Hawk.....	36 00 10	75 39 40
Nags Head.....	N. C.....	9 miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	N. C.....	$\frac{3}{4}$ mile northeast of Bodie Island light.....	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	$\frac{1}{2}$ mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island.....	N. C.....	2 miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	N. C.....	$\frac{1}{2}$ mile south of New Inlet.....	35 40 40	75 29 00
Chicamacomico.....	N. C.....	5 miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	N. C.....	11 $\frac{1}{2}$ miles south of New Inlet.....	35 29 50	75 28 40
Little Kinnakeet.....	N. C.....	11 $\frac{1}{2}$ miles north of Cape Hatteras light.....	35 25 00	75 29 10
Big Kinnakeet.....	N. C.....	5 $\frac{1}{2}$ miles north of Cape Hatteras light.....	35 20 00	75 30 20
Cape Hatteras.....	N. C.....	1 mile south of Cape Hatteras light.....	35 14 20	75 31 20
Creeds Hill.....	N. C.....	4 miles west of Cape Hatteras light.....	35 14 30	75 35 15
Durants.....	N. C.....	3 miles east of Hatteras Inlet.....	35 12 35	75 41 10
Hatteras Inlet.....	N. C.....	1 $\frac{1}{2}$ miles west of Hatteras Inlet.....	35 11 00	75 46 10
Ocracoke.....	N. C.....	3 miles northeast of Ocracoke Inlet.....	35 06 55	75 59 20
Portsmouth.....	N. C.....	Northeast end of Portsmouth Island.....	35 04 00	76 03 05
Core Bank.....	N. C.....	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.	34 51 30	76 18 30
Cape Lookout.....	N. C.....	1 $\frac{1}{2}$ miles south of Cape Lookout light.....	34 36 30	76 32 20
Fort Macon.....	N. C.....	Beaufort Entrance, $\frac{1}{2}$ mile north of fort.....	34 42 00	76 40 50
Bogue Inlet.....	N. C.....	Inner shore of Bogue Banks, $\frac{1}{2}$ mile east of inlet.	34 39 00	77 05 40
Cape Fear.....	N. C.....	On Smiths Island, Cape Fear.....	33 50 40	77 57 30
Oak Island.....	N. C.....	West side mouth Cape Fear River.....	33 53 20	78 01 20

EIGHTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Sullivans Island.....	S. C.....	At Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
Bulow ^b	Fla.....	20 miles south of Matanzas Inlet.....	29 26 10	81 06 25
Mosquito Lagoon ^b	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal ^b	Fla.....	11 miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar ^c				
Bethel Creek ^b	Fla.....	16 miles north of Indian River Inlet.....	27 40 00	80 21 20

^a Obtained from latest Coast Survey charts.^c Discontinued March 30, 1891.^b House of refuge; no crew employed.

EIGHTH DISTRICT—Continued.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Indian River Inlet ^b ...	Fla.	South side of inlet.....	27 29 45	80 17 50
Gilberts Bar ^b	Fla.	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet ^c	Fla. ....	.....	.....	.....
Orange Grove ^d	Fla. ....	.....	.....	.....
Fort Lauderdale ^b	Fla.	4 miles north of New River Inlet.....	26 06 45	80 06 15
Biscayne Bay ^b	Fla.	6 miles north of Norris Cut.....	25 54 10	80 08 00

NINTH DISTRICT.

GULF COAST OF UNITED STATES.

Santa Rosa.....	Fla.	Santa Rosa Island, 2 miles east of Fort Pickens.	30 19 00	87 15 30
Sapine Pass.....	Tex.	West side of pass, south of light.....	29 42 27	93 51 10
Galveston.....	Tex.	East end Galveston Island.....	29 20 10	94 46 10
San Luis.....	Tex.	West end Galveston Island.....	29 07 00	95 04 00
Velasco.....	Tex.	2½ miles northeast of mouth of Brazos River...	28 57 45	95 16 30
Saluria.....	Tex.	Northeast end Matagorda Island.....	28 23 00	96 24 00
Aranzas.....	Tex.	Northeast end Mustang Island.....	27 51 00	97 03 00
Brazos.....	Tex.	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

TENTH DISTRICT.

LAKES ERIE AND ONTARIO, AND A STATION AT LOUISVILLE, KY.

Big Sandy.....	N. Y.	North side mouth of Big Sandy Creek, Lake Ontario.	.....	.....
Salmon Creek ^e.....	.....	.....	.....	.....
Oswego.....	N. Y.	East side entrance of Oswego Harbor, Lake Ontario.	.....	.....
Charlotte.....	N. Y.	East side entrance of Charlotte Harbor, Lake Ontario.	.....	.....
Niagara.....	N. Y.	East side entrance of Niagara River, Lake Ontario.	.....	.....
Buffalo.....	N. Y.	South side entrance of Buffalo Harbor, Lake Erie.	.....	.....
Erie.....	Pa.	North side entrance of Erie Harbor, Lake Erie.	.....	.....
Ashtabula.....	Ohio....	West side of Ashtabula Harbor, Lake Erie...	.....	.....
Fairport.....	Ohio....	West side entrance of Fairport Harbor, Lake Erie.	.....	.....
Cleveland.....	Ohio....	West side entrance of Cleveland Harbor, Lake Erie.	.....	.....
Marblehead.....	Ohio....	Point Marblehead, near Quarry Docks, Lake Erie.	.....	.....
Louisville.....	Ky.	Falls of the Ohio River, Louisville, Ky.....	.....	.....

^a Obtained from latest Coast Survey charts.^b House of refuge; no crew employed.^c Discontinued January 21, 1899.^d Discontinued October 1, 1896.^e Destroyed by fire.

ELEVENTH DISTRICT.
LAKES HURON AND SUPERIOR.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Lake View Beach.....	Mich....	5 miles north of Fort Gratiot light.....	o / "	o / "
Harbor Beach.....	Mich....	Inside Harbor Beach Harbor, Lake Huron.....		
Pointe aux Barques.....	Mich....	Near light, Lake Huron.....		
Port Austin.....	Mich....	About 2 miles northeast of Port Austin, and about 2 miles southeast of Port Austin Reef light, Lake Huron.		
Tawas.....	Mich....	Near light, Lake Huron.....		
Sturgeon Point.....	Mich....	Near light, Lake Huron.....		
Thunder Bay Island.....	Mich....	West side of island, Lake Huron.....		
Middle Island.....	Mich....	North end of Middle Island, Lake Huron.....		
Hammond.....	Mich....	Hammonds Bay, Lake Huron.....		
Bois Blanc.....	Mich....	About midway east side of island, Lake Huron.		
Vermillion.....	Mich....	10 miles west of Whitefish Point, Lake Superior.		
Crisps.....	Mich....	18 miles west of Whitefish Point, Lake Superior.		
Two Heart River.....	Mich....	Near mouth of Two Heart River, Lake Superior.		
Deer Park.....	Mich....	Near mouth of Sucker River, Lake Superior.....		
Grand Marais.....	Mich....	West of harbor entrance.....		
Marquette.....	Mich....	Near light, Lake Superior.....		
Portage.....	Mich....	Old Portage Lake Ship Canal, $\frac{3}{4}$ mile from north end, on east bank.		
Duluth.....	Minn....	On Minnesota Point, Upper Duluth.....		

TWELFTH DISTRICT.

LAKE MICHIGAN.

Beaver Island ^a	Mich..	Near light.....		
Charlevoix.....	Mich....	South side of harbor entrance.....		
North Manitou Island.....	Mich....	Near Pickards wharf.....		
South Manitou Island.....	Mich....	Near light, Lake Michigan.....		
Sleeping Bear Point.....	Mich....	Near Glenhaven, Michigan.....		
Point Betsie.....	Mich....	Near light.....		
Frankfort.....	Mich....	South side entrance of harbor.....		
Manistee.....	Mich....	North side entrance of harbor.....		
Grande Pointe au Sable.....	Mich....	1 mile south of light.....		
Ludington.....	Mich....	North side entrance of harbor.....		
Pentwater.....	Mich....	North side entrance of harbor.....		
White River.....	Mich....	North side entrance of White Lake.....		
Muskegon.....	Mich....	South side entrance of harbor, Port Sherman.....		
Grand Haven.....	Mich....	North side entrance of harbor.....		
Holland.....	Mich....	In the harbor, south side.....		
South Haven.....	Mich....	North side entrance of harbor.....		
Saint Joseph.....	Mich....	In the harbor, north side.....		
Michigan City.....	Ind....	East side entrance of harbor.....		
South Chicago.....	Ill....	North side entrance of Calumet Harbor.....		
Jackson Park.....	Ill....	About 7 miles S. by E. of Chicago River light.....		

^a No crew employed.

TWELFTH DISTRICT—Continued.

LAKE MICHIGAN—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Old Chicago.....	Ill.....	In the harbor.....	0 1 "	0 1 "
Evanston.....	Ill.....	On the Northwestern University grounds.....		
Kenosha.....	Wis.....	In the harbor, on Washington Island.....		
Racine.....	Wis.....	In the harbor, adjoining light.....		
Milwaukee.....	Wis.....	Near entrance of harbor, south side.....		
Sheboygan.....	Wis.....	Entrance to harbor, north side.....		
Two Rivers.....	Wis.....	North side entrance of harbor.....		
Kewaunee.....	Wis.....	North side entrance of harbor.....		
Sturgeon Bay Canal.....	Wis.....	Eastern entrance of canal, north side.....		
Baileys Harbor.....	Wis.....	On easterly side of harbor.....		
Plum Island.....	Wis.....	Near northeast point of island, 2 miles northwest of Pilot Island light.....		

THIRTEENTH DISTRICT.

COASTS OF CALIFORNIA, OREGON, WASHINGTON, AND ALASKA.

Nome.....	Alaska..	At Nome.....	64 30 00	165 23 00
Waaddah Island.....	Wash...	South end of Waaddah Island, Neah Bay, 7 miles east of Cape Flattery light.....	48 22 20	124 34 40
Grays Harbor.....	Wash...	Just south of Grays Harbor light.....	46 53 15	124 07 15
Willapa Bay.....	Wash...	Near light-house boat landing.....	46 43 00	124 03 00
Ilwaco Beach.....	Wash...	13 miles north of Cape Disappointment.....	46 27 50	124 03 25
Cape Disappointment.....	Wash...	Bakers Bay, $\frac{1}{2}$ mile northeast of light.....	46 16 40	124 03 00
Point Adams.....	Oregon..	$\frac{3}{4}$ mile southeast of Fort Stevens.....	46 12 00	123 57 00
Tillamook Bay.....	Oregon..	North side of entrance of Tillamook Bay.....	45 34 00	123 56 30
Yaquina Bay.....	Oregon..	North side of harbor entrance.....	44 37 20	124 03 40
Umpqua River.....	Oregon..	Near entrance of river, north side.....	43 42 00	124 10 30
Coos Bay.....	Oregon..	Coos Bay, north side.....	43 22 50	124 18 00
Coquille River.....	Oregon..	In town of Bandon.....	43 07 00	124 25 00
Humboldt Bay.....	Cal.....	Near old light-house tower, north side entrance, Humboldt Bay.....	40 46 00	124 13 00
Arena Cove.....	Cal.....	3 miles southeast from Point Arena light.....	38 54 50	123 42 30
Point Reyes.....	Cal.....	3 $\frac{1}{4}$ miles north of light.....	38 02 20	122 59 30
Bolinas Bay ^b	Cal.....	.....		
Point Bonita.....	Cal.....	Near Point Bonita light.....	37 47 50	122 31 40
Fort Point.....	Cal.....	$\frac{1}{4}$ mile east of light.....	37 48 10	122 27 50
Golden Gate.....	Cal.....	On beach in Golden Gate Park, San Francisco, $\frac{1}{4}$ mile south Point Lobos.....	37 46 10	122 30 30
Southside.....	Cal.....	3 $\frac{3}{4}$ miles south of Golden Gate Life-Saving Station.....	37 43 18	122 30 18

^a Obtained from the latest Coast Survey charts.^b Destroyed by fire.

INSTRUCTIONS TO MARINERS IN CASE
OF SHIPWRECK.

INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK, WITH INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE COASTS OF THE UNITED STATES.

*Prepared by Lieutenant C. H. McLELLAN, U. S. R. C. S., Assistant Inspector Life-Saving
Stations, under the Direction of the General Superintendent.*

GENERAL INFORMATION.

Life-saving stations and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given as far as determined.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

All life-saving stations on the Atlantic and Gulf coasts are manned annually by crews of experienced surfmen from the 1st of August to the 31st of May following, inclusive.

Upon the lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are manned the year round.

All life-saving stations are fully supplied with boats, wreck guns, beach apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews. A keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast, with a view of ascertaining whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

All stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported; obtain the latitude and longitude of the station, where determined; information as to the weather probabilities in most cases; or, if crippled or disabled, a steam tug or revenue cutter will, if requested, be telegraphed for to the nearest port, where facilities for telegraphing exist.

All services are performed by the life-saving crews without other compensation than their wages from the Government, and *they are strictly forbidden to solicit or receive rewards.*

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let the crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned on board, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other part of his beat.

Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts, where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished. Often when comparatively smooth at sea a dangerous surf is running, which is not perceptible three or four hundred yards offshore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ships' boats.

The difficulties of rescue by operations from the shore are greatly increased when the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life are correspondingly lessened.

INSTRUCTIONS.

RESCUE WITH THE LIFEBOAT OR SURFBOAT.

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented, and the captain of the vessel should remain on board to preserve order until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it overboard.

RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

Should it be inexpedient to use either the lifeboat or surfboat, recourse will be had to the wreck gun and beach apparatus for the rescue by the breeches buoy or the life car.

A shot with a small line attached will be fired across your vessel.

Get hold of the line as soon as possible and haul on board until you get a tail block with a whip or endless line rove through it. This tail block should be hauled on board as quickly as possible to prevent the whip drifting off with the set of the current or fouling with wreckage, etc. Therefore, if you have been driven into the rigging, where but one or two men can work to advantage, cut the shot line and run it through some available block, such as the throat or peak halyard block, or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail block will be a tally board, with the following directions in English on one side and French on the other:

“Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot line, see that the rope in the block runs free, and show signal to the shore.”

The above instructions being complied with, the result will be as shown in fig. 1.

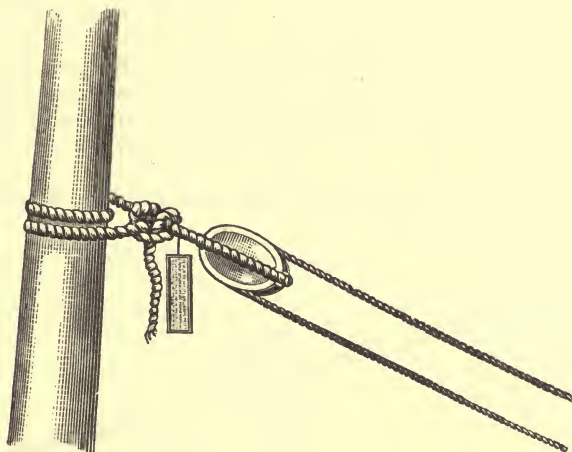


FIG. 1.—Tail block fastened to mast with whip line running through it.

As soon as your signal is seen a three-inch hawser will be bent on to the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

“Make this hawser fast about two feet above the tail block; see all clear, and that the rope in the block runs free, and show signal to the shore.”

These instructions having been obeyed, the result will be as shown in fig. 2.

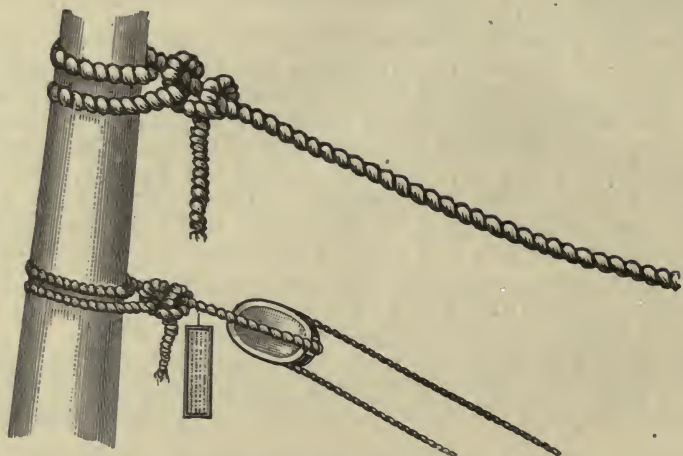


FIG. 2.—Hawser in position above whip line.

Take particular care that there are no turns of the whip line round the hawser; to prevent this, take the end of the hawser UP BETWEEN the parts of the whip before making it fast.

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will send off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

Fig. 3 represents the apparatus rigged, with the breeches buoy hauled off to the ship.

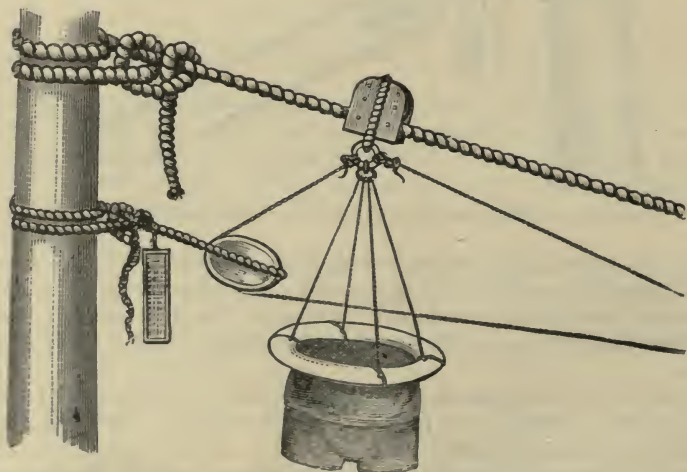


FIG. 3.—Breeches buoy rigged and hauled off to ship.

If the breeches buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life car, remove the hatch, place as many persons in it as it will hold (four to six), and

secure the hatch on the outside by the hatch bar and hook, signal as before, and the buoy or car will be hauled ashore. This operation will be repeated until all are landed. On the last trip of the life car the hatch must be secured by the inside hatch bar.

In many instances two men can be landed in the breeches buoy at the same time, by each putting a leg through a leg of the breeches and holding on to the lifts of the buoy.

Children, when brought ashore by the buoy, should be in the arms of elder persons or securely lashed to the buoy. Women and children should be landed first.

In signaling, as directed in the foregoing instructions, if in the daytime, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength or set of the long-shore current, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches buoy or life car will be hauled off by the whip, or sent off to you by the shot line, and you will be hauled ashore through the surf.

If your vessel is stranded through the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surfboat through the sand or over bad roads to the place where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck gun, and the first shot seldom fails.

RECAPITULATION.

Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land.

DIRECTIONS FOR RESTORING THE
APPARENTLY DROWNED.

DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

NOTE.—These directions differ from those given prior to 1899 by the addition of means for securing deeper inspiration. The method theretofore published, known as the Howard or direct method has been productive of excellent results in the practice of the Service, and is retained here. It is, however, here arranged for practice in combination with the Sylvester method, the latter producing deeper inspiration than any other known method, while the former effects the most complete expiration. The combination therefore tends to produce the most rapid oxygenation of the blood—the real object to be gained. The combination is prepared primarily for the use of life-saving crews where assistants are at hand. A modification of Rule III, however, is published as a guide in cases where no assistants are at hand and one person is compelled to act alone. In preparing these



FIG. 4.—Expelling water from body.

directions the able and exhaustive report of Messrs. J. Collins Warren, M. D., and George B. Shattuck, M. D., committee of the Humane Society of Massachusetts, embraced in the annual report of the society for 1895-96, has been availed of, placing the Department under many obligations to these gentlemen for their valuable suggestions.

RULE I. AROUSE THE PATIENT.—Do not move the patient unless in danger of freezing; instantly expose the face to the air, toward the wind if there be any; wipe dry the mouth and nostrils; rip the clothing so as to expose the chest and waist; give two or three quick, smarting slaps on the chest with the open hand.

If the patient does not revive proceed immediately as follows:

RULE II. TO EXPEL WATER FROM THE STOMACH AND CHEST (See Fig. 4). Separate the jaws and keep them apart by placing between

the teeth a cork or small bit of wood; turn the patient on his face, a large bundle of tightly rolled clothing being placed beneath the stomach; press heavily on the back over it for half a minute, or as long as fluids flow freely from the mouth.

RULE III. TO PRODUCE BREATHING (See Figs. 5 and 6).—Clear the mouth and throat of mucus by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed as to raise the pit of the stomach above the level of the rest of the body. Let an assistant with a handkerchief or piece of dry cloth draw the tip of the tongue out of one corner of the mouth (which prevents the tongue from falling back and choking the entrance to the windpipe), and keep it projecting a little beyond the lips. Let another assistant grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting



FIG. 5.—Movements to produce inspiration.

(which enlarges the capacity of the chest and induces inspiration). (Fig. 5.) While this is being done let a third assistant take position astride the patient's hips with his elbows resting upon his own knees, his hands extended ready for action. Next, let the assistant standing at the head turn down the patient's arms to the sides of the body, the assistant holding the tongue changing hands if necessary^a to let the arms pass. Just before the patient's hands reach the ground, the man astride the body will grasp the body with his hands, the balls of the thumb resting on either side of the pit of the stomach, the fingers falling into the grooves between the short ribs. Now, using his knees as a pivot, he will at the moment the patient's hands touch the ground throw (not too suddenly) all his weight forward on his hands, and at the same time squeeze the waist between them as if he wished to force anything in the chest upward out of the mouth; he will deepen the

^aChanging hands will be found unnecessary after some practice; the tongue, however, must not be released.

pressure while he slowly counts one, two, three, four (about five seconds), then suddenly let go with a final push, which will spring him back to his first position.^a This completes expiration. (Fig. 6.)

At the instant of his letting go, the man at the patient's head will again draw the arms steadily upward to the sides of the patient's head as before (the assistant holding the tongue again changing hands to let the arms pass if necessary), holding them there while he slowly counts one, two, three, four (about five seconds).

Repeat these movements deliberately and perseveringly twelve to fifteen times in every minute—thus imitating the natural motions of breathing.

If natural breathing be not restored after a trial of the bellows movement for the space of about four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the pur-

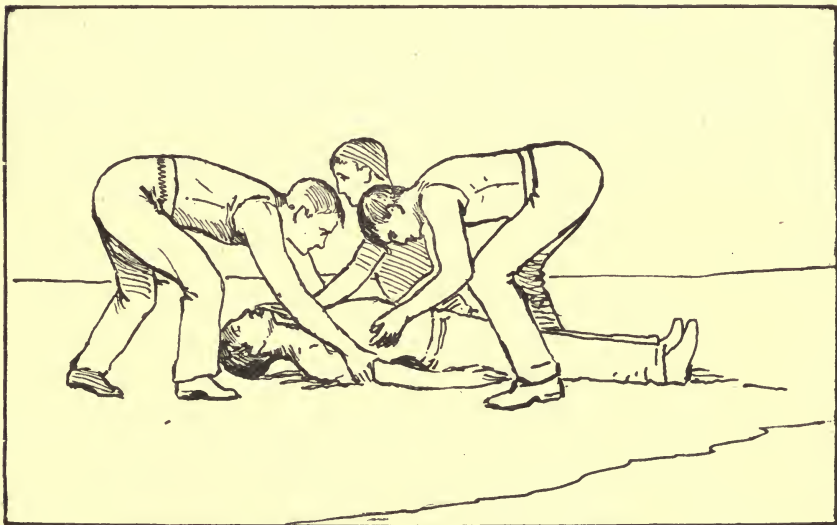


FIG. 6.—Movements to produce expiration.

pose of freeing the air passage from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward the body, with firm-grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

^a A child or very delicate patient must, of course, be more gently handled.

RULE IV. AFTER-TREATMENT.—*Externally:* As soon as breathing is established let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally:* Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful, according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations:* After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

MODIFICATION OF RULE III.

[To be used after Rules I and II in case no assistance is at hand.]

TO PRODUCE RESPIRATION.—If no assistance is at hand and one person must work alone, place the patient on his back with the shoulders

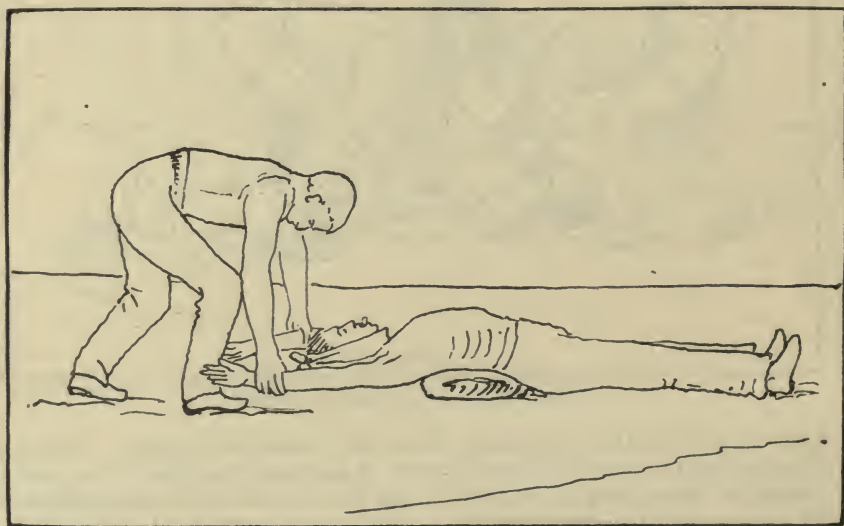


FIG. 7.—Movements by one person to produce inspiration.

slightly raised on a folded article of clothing; draw forward the tongue and keep it projecting just beyond the lips; if the lower jaw be lifted the teeth may be made to hold the tongue in place; it may be necessary to retain the tongue by passing a handkerchief under the chin and tying it over the head.

Grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting. (See Fig. 7.)

Next lower the arms to the side and press firmly downward and inward on the sides and in front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. 8.)

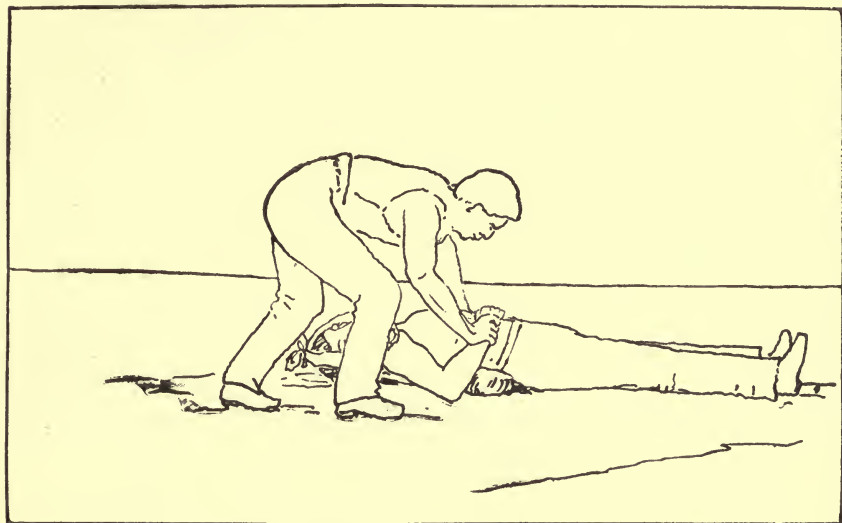


FIG. 8—Movements by one person to produce expiration.

Repeat these movements twelve to fifteen times every minute, etc.

MEDALS AWARDS.

1876-1908.

AWARDS OF LIFE-SAVING MEDALS.

1876-1908.

[Index to list of medalists follows General Index.]

The following table contains the names of all persons to whom life-saving medals have been awarded by the Secretary of the Treasury under authority of the acts of Congress approved June 20, 1874, June 18, 1878, and May 4, 1882, with the date and nature of each award.

Seventeen silver medals were awarded during the fiscal year 1907-8.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien M. Clemons	Marblehead, Ohio	Rescue of two of the crew of the schooner Consuelo, near Kelleys Island, Lake Erie, May 1, 1876. (An. Rpt., 1876.)	Gold medal...	June 19, 1876
Hubbard M. Clemons ..	do	do	do	Do.
A. J. Clemons	do	do	do	Do.
Otis N. Wheeler.....	Cape Elizabeth, Me.	Rescue of two men from Watts Ledge, Maine, Nov. 30, 1875. (An. Rpt., 1876.)	Silver medal...	June 23, 1876
John O. Philbrick.....	do	do	do	Do.
James Martin.....	Member of English lifeboat crew.	Rescue of eight of the crew of the wrecked American ship Ellen Southard, at the mouth of the River Mersey, England, Sept. 26 and 27, 1875. (An. Rpts., 1876 and 1877.)	Gold medal...	Feb. 27, 1877
Hugh Beard	do	do	do	Do.
James Conley.....	do	do	do	Do.
William Gregory.....	do	do	do	Do.
Charles Danslow.....	do	do	do	Do.
John Dolman	do	do	do	Do.
George Lee	do	do	do	Do.
Philip Murphy.....	do	do	do	Do.
James Munday.....	do	do	do	Do.
William Ruffler.....	do	do	do	Do.
Samuel Richards.....	do	do	do	Do.
William Stewart.....	do	do	do	Do.
R. J. Thomas.....	do	do	do	Do.
Charles Eddington.....	do	do	do	Do.
William Griffith.....	do	do	do	Do.
James Godfrey.....	do	do	do	Do.
W. Jones.....	do	do	do	Do.
John Dean.....	do	do	do	Do.
James Duncan.....	do	do	do	Do.
James Harvey.....	do	do	do	Do.
Robert Lucas.....	do	do	do	Do.
Thomas Maloney.....	do	do	do	Do.
Charles McKenzie.....	do	do	do	Do.
John Powell.....	do	do	do	Do.
John Robinson.....	do	do	do	Do.
E. Crabtree.....	do	do	do	Do.
Henry Williams.....	do	do	do	Do.
J. Schuyler Crosby.....	New York	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	do	June 8, 1877
Carl Fosberg.....	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Henry M. Lee.....	Milwaukee, Wis..	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal..	June 11, 1877
N. A Petersen.....	do.....	do.....	do.....	Do.
Henry Spark.....	do.....	do.....	do.....	Do.
John McKenna.....	do.....	do.....	do.....	Do.
Barnet Oleson.....	do.....	do.....	do.....	Do.
Anton Oleson.....	do.....	do.....	do.....	Do.
Charles H. Smith.....	Master of U. S. light-house tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	do.....	Nov. 23, 1877
Edward Nordall.....	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 3, 1877. (An. Rpt., 1878.)	do.....	Do.
Malachi Corbell.....	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffey's Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	do.....	Do.
Philip C. Bleil.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal...	Jan. 4, 1878
John Hussy.....	New York.....	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	do.....	Mar. 28, 1878
H. C. T. Nye.....	Master, U. S. Navy.	Rescue from drowning of Lieut. J. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal..	Apr. 5, 1878
J. L. Hunsicker.....	do.....	do.....	do.....	Do.
Thomas McBride.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal...	Do.
John Carey.....	Jersey City, N. J..	Rescue from drowning of Adolph Gabriel, who had fallen from a ferryboat into the North River, May 17, 1877. (An. Rpt., 1878.)	do.....	Apr. 13, 1878
Joseph Napier.....	Keeper of life-saving station.	Rescue of the crew of the schooner D. G. Williams near the harbor of St. Joseph, Mich., Oct. 10, 1877. (An. Rpt., 1878.)	do.....	May 1, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal..	May 3, 1878
Lucien Young.....	Ensign, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal...	June 12, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	do.....	Jan. 31, 1879

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Timothy C. Murphy....	Norwich, Conn ...	Rescue of a number of persons from drowning in the Thames River, at Norwich, Conn., at various times between 1874 and 1879. (An. Rpt., 1879.)	Silver medal..	Mar. 4, 1879
Antoine Williams.....	Seaman, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1879.)	Gold medal...	Mar. 13, 1879
William Burke.....	Chicago, Ill.....	Rescue of the crew of the wrecked schooner Jo. Vilas, on Lake Michigan, Oct. 9, 1876. (An. Rpt., 1879.)	Silver medal..	Apr. 2, 1879
Patrick Langan.....	Buffalo, N. Y.....	Rescue of Maurice Langan, who was swept overboard from the schooner Chandler J. Wells, during a gale on Lake Erie, Oct. 6, 1876. (An. Rpt., 1879.)	Gold medal...	Apr. 25, 1879
Frank M. McQuirk.....	do.....	do.....	do.....	Do.
William McGee.....	do.....	do.....	do.....	Do.
Garret J. Benson.....	Albany, N. Y.....	Rescue of a number of persons from drowning in the Hudson River during the several years prior to 1879. (An. Rpt., 1879.)	Silver medal..	May 10, 1879
Thomas F. Sandsbury..	Nantucket, Mass..	Rescue of the crew of the stranded schooner John W. Hall, and the survivors of the crew of the wrecked schooner Emma G. Edwards off Nantucket during the gale of Apr. 1, 1879. (An. Rpt., 1879.)	Gold medal...	Do.
James C. Sandsbury....	do.....	do.....	Silver medal..	Do.
Henry C. Coffin.....	do.....	do.....	do.....	Do.
Marcus W. Dunham.....	do.....	do.....	do.....	Do.
John B. Dunham.....	do.....	do.....	do.....	Do.
Andrew Brooks.....	do.....	do.....	do.....	Do.
Edwin R. Smith.....	do.....	do.....	do.....	Do.
George E. Coffin.....	do.....	do.....	do.....	Do.
Frederick Kendrick...	Ludington, Mich.	Rescue of a number of persons from the rigging of the sunken grain barge J. H. Rutter, at Ludington, in the face of a raging storm, Nov. 1, 1878. (An. Rpt., 1879.)	Gold medal...	May 12, 1879
William Cousins.....	Fireman on U. S. revenue cutter Hartley.	Rescuing, at various times, three persons from drowning in the harbor of San Francisco, Cal. (An. Rpt., 1879.)	Silver medal..	Do.
Alex. Labre.....	New York.....	Rescuing in a heroic manner several persons from drowning in the East River, New York, during the years 1875 to 1878. (An. Rpt., 1879.)	Gold medal...	July 1, 1879
John H. Rapp.....	do.....	Rescue from drowning in the East River, New York, of two persons; one in August, 1877, and the other in September, 1878. (An. Rpt., 1879.) A gold medal was subsequently, on the 4th of March, 1882, awarded Mr. Rapp for saving life.	Silver medal..	July 2, 1879
Joseph O. Doyle.....	Keeper of life-saving station.	Rescuing the crews of the stranded schooners E. P. Dorr (September, 1878) and Star (October, 1878), under specially hazardous circumstances. (An. Rpt., 1879.)	Gold medal...	Aug. 2, 1879

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Devan.....	Louisville, Ky....	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt. 1879.)	Gold medal...	Sept. 3, 1879
John Gillooly.....	do.....	do.....	do.....	Do.
John Tully.....	do.....	do.....	do.....	Do.
Isaac F. Mayo.....	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	do.....	Nov. 10, 1879
Morris Dowd.....	Private, U. S. Army.	Rescue of a fellow-soldier named Charles Lock from drowning in Frenchmans Creek, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal..	Feb. 4, 1880
John Delaney.....	Metropolitan police, New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. Rpt., 1880.)	do.....	Mar. 2, 1880
Cheney R. Prouty.....	Indianola, Tex....	Rescuing three men from a capsized boat on the Texas coast, May 5, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal...	Mar. 16, 1880
Thomas Farley.....	Metropolitan police, New York.	Rescuing a number of persons from drowning in the East River during the years 1877, 1879, and 1880. (An. Rpt., 1880.)	do.....	Apr. 2, 1880
Lovell K. Reynolds....	Ensign, U. S. Navy.	Rescuing at sea, during a gale, the crew of the wrecked Austro-Hungarian bark Olivo, Nov. 24, 1879, making several trips through the stormy sea between the U. S. frigate Constellation and the wreck in a small boat in effecting the rescue. (An. Rpt., 1880.)	do.....	Do.
William A. Clark.....	Glen Arbor, Mich.	Rescuing, at great risk to his life, two men, the survivors of the crew of seven of the wrecked schooner W. B. Phelps, Nov. 20, 1870, near Glen Arbor. (An. Rpt., 1880.)	do.....	Apr. 8, 1880
Charles A. Rosman.....	do.....	do.....	do.....	Do.
W. C. Ray.....	do.....	do.....	do.....	Do.
John Tobin.....	do.....	do.....	do.....	Do.
John Blanchfield.....	do.....	do.....	do.....	Do.
Charles H. Valentine...	Keeper of life-saving station.	Rescuing the crews of two vessels, the schooner E. C. Babcock and the Spanish brig Augustina, wrecked on the New Jersey beach during the terrible gale of Feb. 3, 1880. (An. Rpt., 1880.)	do.....	June 18, 1880
Garret H. White.....	Surfman.....	do.....	do.....	Do.
Nelson Lockwood.....	do.....	do.....	do.....	Do.
Benjamin C. Potter.....	do.....	do.....	do.....	Do.
William H. Ferguson...	do.....	do.....	do.....	Do.
John Van Brunt.....	do.....	do.....	do.....	Do.
Jerome G. Kiah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the lifeboat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	do.....	Nov. 8, 1880

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Richard Stockton.....	Trenton, N. J.....	Rescue from drowning of a gentleman who, while bathing at Long Branch, N. J., got beyond his depth and was being carried seaward by the current, July 31, 1879. (An. Rpt., 1880.)	Gold medal...	Nov. 9, 1880
Edith Morgan.....	Hamlin, Mich....	Rescuing and assisting to rescue two fishermen whose boat had capsized (Mar. 23, 1878), and the crew of the wrecked steamer City of Toledo (Dec. 21, 1879), near Grande Pointe au Sable, Mich. (An. Rpt., 1880.)	Silver medal.	Do.
Charles Gnewuch.....	Manistee, Mich..	Rescuing from drowning twenty-four persons at various times between November, 1874, and October, 1880. (An. Rpt., 1881.)	Gold medal...	Apr. 18, 1881
William P. Chadwick..	Keeper of life-saving station.	Rescue of the crew of the schooner George Taulane, wrecked on the coast of New Jersey in the terrible storm of Feb. 3, 1880. (An. Rpt., 1881.)	do.....	June 10, 1881
Peter Sutfin.....	Surfman.....	do.....	do.....	Do.
Tyler C. Pearce.....	do.....	do.....	do.....	Do.
Benjamin Truex.....	do.....	do.....	do.....	Do.
William Vannote.....	do.....	do.....	do.....	Do.
Charles Seaman.....	do.....	do.....	do.....	Do.
John Flemming.....	do.....	do.....	do.....	Do.
William H. Brower.....	do.....	do.....	do.....	Do.
Lewis Truex.....	do.....	do.....	do.....	Do.
Abram J. Jones.....	do.....	do.....	do.....	Do.
Charles W. Flemming.....	do.....	do.....	do.....	Do.
Demerest T. Herbert.....	do.....	do.....	do.....	Do.
William L. Chadwick..	Volunteer.....	do.....	do.....	Do.
Isaac Osborn.....	do.....	do.....	do.....	Do.
David B. Fisher.....	do.....	do.....	do.....	Do.
David B. Clayton.....	do.....	do.....	do.....	Do.
Abner R. Clayton.....	do.....	do.....	do.....	Do.
Abner Herbert.....	do.....	do.....	do.....	Do.
Charles P. Smith.....	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	do.....	June 25, 1881
Ida Lewis-Wilson.....	Keeper of Lime Rock light-house, Newport, R. I.	Rescuing from drowning at various times at least thirteen persons, and particularly for the rescue of two soldiers who had broken through the ice near Lime Rock on the afternoon of Feb. 4, 1881. (An. Rpt., 1881.)	do.....	July 16, 1881
Isaac H. Grant.....	Keeper of White Head light-house, Maine.	Rescue of two men from drowning, Aug. 7, 1881. (An. Rpt., 1882.)	Silver medal.	Jan. 31, 1882
John H. Rapp.....	New York.....	Rescuing a number of persons from drowning in the East River since the silver medal of the Service was awarded him in July, 1879. (An. Rpt., 1882.)	Gold medal...	Mar. 4, 1882
William Ross.....	Seaman on U. S. revenue cutter Commodore Perry.	Rescue from drowning of one of his shipmates, Charles Bates, on the 9th of June, 1877. (An. Rpt., 1882.)	Silver medal.	Mar. 14, 1882

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-1881 four persons. (An. Rpt., 1882.)	Silver medal..	Mar. 15, 1882
C. A. J. Queckberner...	New York.....	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner June 14, 1886, for saving life in July and August, 1882.	do.....	May 17, 1882
William H. Daily.....	Santa Cruz, Cal...	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe, at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal...	Nov. 1, 1882
Dominick J. Ryder.....	New York.....	Rescue from drowning of eleven persons at Rockaway Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	do.....	Do.
Charles R. Rosevear....	do.....	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York, June 10, 1882. (An. Rpt., 1883.)	Silver medal..	Do.
John H. Theis.....	do.....	do.....	do.....	Do.
Julius W. Rohn.....	Milwaukee, Wis..	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	do.....	Mar. 16, 1883
Joseph Cardran.....	Mackinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort and at the imminent risk of his own life, the keeper of the Spectacle Reef light-house, Lake Huron, and two of his assistants, Apr. 15, 1883. (An. Rpt., 1883.)	Gold medal...	June 7, 1883
Alfred Cardran.....	do.....	do.....	do.....	Do.
Alfred M. Palmer.....	Second Lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal..	Mar. 15, 1884
William E. Bowman...	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	do.....	Do.
William Wilson.....	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	do.....	Mar. 31, 1884
F. C. Bartholomew.....	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	do.....	June 19, 1884
C. A. Harrison.....	do.....	do.....	do.....	Do.
John Sanders.....	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal...	June 27, 1884

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hewitt.....	New Haven, Conn.	Rescue of the crew of the schooner Jane, wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal..	Nov. 29, 1884
Aaron Brandley	do	do	do	Do.
Frank Waters	do	do	do	Do.
James McFee	do	do	do	Do.
Thomas W. Perry	do	do	do	Do.
George E. Ball	do	do	do	Do.
Eugene Payne	do	do	do	Do.
John Burns	do	do	do	Do.
A. A. Gould	do	do	do	Do.
Alden C. Roberts	do	do	do	Do.
William J. Wilson	do	do	do	Do.
Charles Parketon	do	do	do	Do.
Henry C. Tuncks	do	do	do	Do.
E. P. H. Ley	do	do	do	Do.
Edward Smeed	Providence, R. I.	do	do	Do.
Carl Johnson	Charlestown, Mass.	do	do	Do.
Ross Ingalls	Baltimore, Md.	do	do	Do.
Charles C. Goodwin	Keeper of life-saving station.	Rescuing the crews, twenty-nine persons, of the schooners Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on Oct. 31, and Nov. 1 and 11, 1883, respectively. Each service was performed at night and during the prevalence of a terrific gale. (An. Rpt., 1885.) Frederick T. Hatch was subsequently—see under date of Feb. 26, 1891—awarded a gold bar for saving life.	Gold medal...	Dec. 3, 1884
Lawrence Distel	Surfman	do	do	Do.
John L. Eveleigh	do	do	do	Do.
Joseph Goodroe	do	do	do	Do.
William Goodwin	do	do	do	Do.
Frederick T. Hatch	do	do	do	Do.
Delos Hayden	do	do	do	Do.
Charles Learned	do	do	do	Do.
Jay Lindsay	do	do	do	Do.
Charles W. Fraser	Caldwell, N. Y.	Rescue of three men from a small sloop yacht capsized on Lake George, N. Y., Oct. 25, 1884. (An. Rpt., 1885.)	Silver medal..	Dec. 13, 1884
Dean Worden	Great Captains Island, New York.	Rescue from drowning of Mr. Charles P. Cowles, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do	Apr. 24, 1885
Benjamin B. Dailey	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles offshore during a gale and through a tremendous sea. (An. Rpt., 1885.)	Gold medal...	Do.
Patrick H. Etheridge	do	do	do	Do.
Isaac L. Jennett	Surfman	do	do	Do.
Thomas Gray	do	do	do	Do.
John H. Midgett	do	do	do	Do.
Jabez B. Jennett	do	do	do	Do.
Charles Fulcher	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach.....	Boston, Mass.....	Rescuing several persons from drowning in the harbor at Boston during the years 1883-84, at the imminent risk of his own life. (An. Rpt., 1885.)	Gold medal ..	Apr. 24, 1885
Marcus A. Hanna.....	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia wrecked on Cape Elizabeth, Jan. 28, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	do	Apr. 25, 1885
Harry Rutter	Atlantic City, N.J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal.	May 20, 1885
John P. F. Hagen	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal ..	May 22, 1885
David Miller.....	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal.	June 2, 1885
Daniel F. Miller	Mate	do	Gold medal..	Do.
Patrick H. Daly	Seaman	do	do	Do.
Charles H. Biller	Newark, N. J.....	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal.	Aug. 12, 1885
Joseph Greenwald	St. Louis, Mo	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	do	Dec. 2, 1885
James Larson	Sister Bay, Wis ...	Rescuing, unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snow-storm. (An. Rpt., 1886.)	Gold medal..	June 10, 1886
C. A. J. Queckberner ..	New York	Rescue of several persons from drowning in July and August, 1882. A silver medal had previously been awarded Mr. Queckberner for saving life. (See under date of May 17, 1882.)	Silver bar	June 14, 1886
Joseph Devine.....	Cranston, R. I....	Rescuing several persons from drowning in April, 1884, and in July, 1885. (An. Rpt., 1887.)	Silver medal.	July 22, 1886
Michael J. Bradford ...	Of the Volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug. 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal...	July 26, 1886
Jesse B. Bean.....	do	do	Silver medal .	Do.
E. Owens	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal..	July 26, 1886
George W. Bloomer....	Chatham, Mass...	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	do.....	Do.
Benjamin Patterson	do.....	do.....	do.....	Do.
Andrew H. Bearse	do.....	do.....	do.....	Do.
Zenas W. Hawes	do.....	do.....	do.....	Do.
Otis C. Eldredge	do.....	do.....	do.....	Do.
Zenas H. Gould	do.....	do.....	do.....	Do.
Francisco Bloomer	do.....	do.....	do.....	Do.
William A. Bloomer	do.....	do.....	do.....	Do.
Willis I. Bearse	do.....	do.....	do.....	Do.
Wilber H. Patterson	do.....	do.....	do.....	Do.
Thomas Reynolds.....	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	do.....	Dec. 17, 1886
Charles Richardson....	Mate of light-house tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	do.....	Dec. 24, 1886
John Jones.....	Seaman	do.....	do.....	Do.
Nicolas Dorie	do.....	do.....	do.....	Do.
Peter Nesman	do.....	do.....	do.....	Do.
August Ripetz	do.....	do.....	do.....	Do.
Axel Wiklund	do.....	do.....	do.....	Do.
John C. Patterson.....	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal..	Feb. 3, 1887
John Redmond	Surfman.....	do.....	Silver medal..	Do.
John H. Pearce	do.....	do.....	do.....	Do.
John H. Smith	do.....	do.....	do.....	Do.
David Kittell	do.....	do.....	do.....	Do.
Henry A. Bennett	do.....	do.....	do.....	Do.
Edward Brand	do.....	do.....	do.....	Do.
William Newman	Volunteer	do.....	do.....	Do.
Dixon McQueen	Of the fire boat Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878-1887. (An. Rpt., 1887.)	do.....	Feb. 4, 1887
Thomas Conroy.....	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	Gold medal..	Mar. 28, 1887
Frederic Kernochan...	New York	Rescue from drowning, at Highlands, N. J., on the 4th of Oct., 1886, of a young woman. (An. Rpt., 1887.)	Silver medal..	Apr. 7, 1887
Edith Clarke.....	Oakland, Cal	Rescue from drowning in Lake Chabot, on Aug. 31, 1886, while a pupil at the convent of Our Lady of the Sacred Heart, at Oakland, of a schoolmate. (An. Rpt., 1887.)	do.....	May 26, 1887

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Babb.....	Goderich, Ontario, Canada.	Rescuing the entire crew, seven people, of the American schooner A. C. Maxwell, stranded near Goderich, on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Gold medal...	Nov. 12, 1887
Thomas Finn.....	do.....	do.....	Silver medal..	Do.
Daniel McIver.....	do.....	do.....	do.....	Do.
Malcolm McDonald.....	do.....	do.....	do.....	Do.
John McDonald.....	do.....	do.....	do.....	Do.
Neill McIver.....	do.....	do.....	do.....	Do.
John McLean.....	do.....	do.....	do.....	Do.
Henry H. Everett.....	Chicago, Ill.....	Rescue of several persons from drowning in Lake Michigan at different times in the years 1883-1885. (An. Rpt., 1888.)	do.....	Do.
William B. Everett.....	do.....	do.....	do.....	Do.
John F. Kilty.....	Boston, Mass.....	Rescue of ten persons from drowning on various occasions during the years 1874-1886. (An. Rpt., 1888.)	do.....	Do.
Frederick A. Walker ..	Schenevus, N. Y..	Rescuing from drowning two boys who had broken through the ice while skating, Mar. 4, 1887. (An. Rpt., 1888.)	do.....	Jan. 21, 1888
James Huston.....	Bayfield, Ontario, Canada.	Rescuing the crew of eight men of the American schooner George W. Davis, wrecked near Bayfield, Dec. 1, 1886, during a heavy gale and snowstorm. (An. Rpt., 1888.)	do.....	Do.
Cornelius W. Johnston.	Winneconne, Wis.	Rescuing four persons from drowning during the years 1883-1886. (An. Rpt., 1888.)	do.....	Do.
Marie D. Parsons	Fireplace Point, Long Island, N. Y.	Rescuing a young man and a little girl from drowning, July 7, 1883. At that time the rescuer was but 10 years old. (An. Rpt., 1888.)	do.....	Feb. 7, 1888
James Behan	Metropolitan police, New York.	Rescue from drowning of a lad who had fallen from a dock into the East River, and was being swept away by the strong tide, Aug. 18, 1837. (An. Rpt., 1888.)	do.....	Do.
Thomas Sampson	New York.....	Rescue from drowning of five boys, three near Fort Hamilton, N. Y., June, 1854, and two in Hell Gate, East River, June, 1856. These rescues were effected in so heroic and gallant a manner that a medal was awarded Mr. Sampson by special act of Congress. (An. Rpt., 1888.)	Gold medal...	May 14, 1888, by an act of Congress, approved that date.
Henry F. Paige	Schenevus, N. Y..	Rescuing a companion from drowning in a deep pond near Schenevus, Aug. 8, 1887. (An. Rpt., 1888.)	Silver medal..	May 31, 1888
Charles Gibbons, jr....	Philadelphia, Pa.	Rescue from drowning, at great personal risk, of a man at Beach Haven, N. J., July 28, 1883. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
William J. Venable....	New York.....	Rescuing from drowning at Coney Island, New York, at various times between 1879 and 1888, some thirty persons. (An. Rpt., 1889.)	Silver medal..	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Mollhagen.....	St. Joseph, Mich..	Rescuing four men, the survivors of the crew of seven of the schooner Havana, wrecked and sunk during the severe gale of Oct. 3, 1887. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
August Kuehn.....	do.....	do.....	do.....	Do.
John H. Langley.....	do.....	do.....	Silver medal..	Do.
John Carrow.....	do.....	do.....	do.....	Do.
August Habel.....	do.....	do.....	do.....	Do.
George Schneider.....	do.....	do.....	do.....	Do.
Louis Mollhagen.....	do.....	do.....	do.....	Do.
Robert Mollhagen.....	do.....	do.....	do.....	Do.
Alexander Cran.....	do.....	do.....	do.....	Do.
Augustus S. Heckler..	New York.....	Rescue of two persons from drowning in the surf at Asbury Park, N. J., Aug. 11, 1885. (An. Rpt., 1889.)	do.....	Do.
William A. Harris.....	San Bernardino, Cal.	Rescue from drowning of a lad who was caught by the undertow while seining for fish and swept offshore beyond the line of breakers, Aug. 2, 1886. (An. Rpt., 1889.)	Gold medal...	Nov. 17, 1888
Mary Whiteley	Charleston, S. C...	Rescuing three men whose boat was capsized in the harbor of Charleston by the heavy wind prevailing on Aug. 21, 1888. (An. Rpt., 1889.)	Silver medal..	Do.
Maud King	do.....	do.....	do.....	Do.
Dennis O'Hara	Metropolitan police, New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of Dec. 2, 1885. (An. Rpt., 1889.)	do.....	Do.
Walter Claus.....	Ontario, Canada..	Rescuing, on Oct. 15, 1886, during a severe storm, four men from the rigging of the American schooner O. M. Bond, wrecked near Rondeau, Canada. (An. Rpt., 1889.)	do.....	Do.
Christopher Ludlam...	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew, five men, of the schooner D. H. Ingraham, afire and stranded amongst the breakers on the bar at Herelord Inlet, N. J. (An. Rpt., 1889.)	Gold medal...	Do.
Jason Buck	Surfman.....	do.....	Silver medal..	Do.
Henry W. Hildreth....	do.....	do.....	do.....	Do.
Willard F. Ware.....	do.....	do.....	do.....	Do.
Somers C. Godfrey....	do.....	do.....	do.....	Do.
Smith S. Hand.....	do.....	do.....	do.....	Do.
Providence S. Ludlam..	do.....	do.....	do.....	Do.
Harry A. George.....	Charlottesville, Va.	Rescuing from drowning a companion who had broken through the ice while skating, Jan. 28, 1888. (An. Rpt., 1889.)	do.....	Do.
James Manning.....	Private Co. B, 6th U. S. Infantry.	Rescue of a fellow-soldier from drowning while crossing the Grand River, Utah, June 6, 1886. (An. Rpt., 1889.)	do.....	Do.
John Coyle	Co. B, 22d U. S. Infantry.	Rescuing a lady who but for his gallant action would have lost her life in the "Old Faithful Geyser," Yellowstone Park, Aug. 9, 1888. (An. Rpt., 1889.)	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John F. Condon	New York	Rescuing from drowning two persons, one a boy who had broken through the ice, the other a man who had ventured too far from shore while swimming. (An. Rpt., 1889.)	Silver medal..	Nov. 17, 1888
John T. De Liesseline..	Charleston, S. C..	Rescuing from drowning an insane woman who had escaped from her keepers and jumped into the Ashley River, Aug. 13, 1888. (An. Rpt., 1889.)	do	Dec. 4, 1888
Silas H. Harding	Keeper of life-saving station.	Rescuing, on June 26, 1888, during a severe storm and heavy sea, four men from the schooner Oliver Dyer, wrecked on the rocks near the Jerrys Point Station. N. H. (An. Rpt., 1889.)	Gold medal...	Jan. 10, 1889
George W. Randall ...	Surfman	do	do	Do.
Winslow A. Amazeen ..	do	do	do	Do.
Ephraim S. Hall	do	do	do	Do.
Selden F. Wells	do	do	do	Do.
Ernest Robinson	do	do	do	Do.
John Smith	do	do	do	Do.
Joshua James	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snowstorm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889.)	do	Do.
Osceola F. James	do	do	do	Do.
Alonzo L. Mitchell	do	do	do	Do.
H. Webster Mitchell ..	do	do	do	Do.
Ambrose B. Mitchell ..	do	do	do	Do.
John L. Mitchell	do	do	do	Do.
Eben T. Pope	do	do	do	Do.
George F. Pope	do	do	do	Do.
Joseph T. Galiano	do	do	do	Do.
Louis F. Galiano	do	do	do	Do.
Frederick Smith	do	do	do	Do.
Eugene Mitchell	do	Rescue of the survivors, five men, of the schooner H. C. Higginson, stranded on Nantasket Beach, Nov. 26, 1888. Two of the schooner's crew were washed overboard and lost, and one was frozen to death in the rigging before succor arrived. Capt. Joshua James, who figured so conspicuously in the preceding case, had charge of the boat on this occasion, and, besides the five men here named, was accompanied by several of his crew of the previous day. (An. Rpt., 1889.)	Silver medal..	Do.
Eugene Mitchell, jr.	do	do	do	Do.
William B. Mitchell	do	do	do	Do.
Alfred Galiano	do	do	do	Do.
George Augustus	do	do	do	Do.
John H. Hanley	New York	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-88. (An. Rpt., 1890.)	do	June 2, 1889

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Quigley.....	Metropolitan police, New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	Silver medal..	June 2, 1889
William B. Miller.....	Elkton, Md.....	Rescue from drowning of a lad who, together with several companions, of whom young Miller was one, was swimming in Big Elk Creek, Md., June 28, 1888. (An. Rpt., 1890.)	do.....	Do.
James S. Kintz.....	Surfman of life-saving station.	Rescuing two men from the yacht Collingwood, capsized at the mouth of the Genesee River, N. Y., Aug. 13, 1888. (An. Rpt., 1890.)	do.....	Do.
Thomas J. Truxton	Keeper of life-saving station.	Rescue from drowning of a bather at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	do.....	Do.
C. Allen Maull.....	Lewes, Del.....	Rescue of a woman from drowning in the surf at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	do.....	Do.
James Macdonald.....	Gloucester, Mass..	Rescuing, on Jan. 2, 1882, during a northeast gale and snowstorm, the crew of three men of the small schooner Dorado. (An. Rpt., 1890.)	do.....	Do.
Patrick G. McInnis ..	do.....	do.....	do.....	Do.
Alexander Brimmer ..	do.....	do.....	do.....	Do.
Fuji Hachitaro	Cabin steward of U. S. S. Trenton.	Rescue from drowning, at great personal risk, of Lieut. John C. Wilson, navigating officer of U. S. S. Vandalla, in Apia Harbor, Samoan Islands, during the great hurricane of Mar. 16, 1889. (An. Rpt., 1890.)	Gold medal...	Nov. 5, 1889
Albert K. Pike.....	Glens Falls, N. Y..	Rescuing a child from drowning in Glen Lake, Sept. 20, 1889. (An. Rpt., 1890.)	Silver medal..	Dec. 9, 1889
Jonas Johns.....	Indian of the Quinault Agency, Wash.	Rescuing the entire crew (fourteen men) of the schooner Lilly Grace, wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship Abercorn, wrecked not far from the same place. (An. Rpt., 1890.)	do.....	Do.
Sampson Johns	do.....	do.....	do.....	Do.
Richard F. Warren....	Wilmington, N. C.	Rescuing from drowning at great hazard to himself, a young lady, who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal...	Apr. 23, 1890
John Boyne.....	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal..	Do.
Andrew M. Taylor.....	Rondout, N. Y....	Rescuing several persons from drowning during the years 1882-83. (An. Rpt., 1890.)	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph B. Sears.....	Brooklyn, N. Y....	Rescuing the crews—forty-one persons—of the steamers Cleopatra and Crystal Wave, wrecked in a collision off the capes of the Delaware early in the morning of Oct. 29, 1889. (An. Rpt., 1890.)	Silver medal..	Apr. 23, 1890
Dennis Tracy	Bangor, Me	Rescue of several persons from drowning in the Penobscot and Kenduskeag rivers at various times during the year 1890. (An. Rpt., 1890.)	do	Do.
Frank Tompkins.....	Governors Island, N. Y.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	do	Do.
James S. Donahue.....	Keeper of light-house at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-1889. (An. Rpt., 1890.)	do	May 20, 1890
James McMahon.....	New York	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890.	Gold medal...	Aug. 20, 1890
Jesse Howland.....	Seabright, N. J.....	do	do	Do.
Arthur L. Finch.....	Lackawaxen, Pa..	Rescue from drowning of a lad who had fallen into Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal..	Sept. 11, 1890
Harry H. Moore.....	Brooklyn, N. Y ...	Rescuing a girl from drowning near Coscob, Conn., Aug. 6, 1890.	do	Sept. 30, 1890
Lawrence O. Lawson ..	Keeper of life-saving station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evanston Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous, and the rescue was effected only after the display of extraordinary courage and heroism by the boat's crew.	Gold medal...	Oct. 17, 1890
George Crosby	Surfman	do	do	Do.
William M. Ewing	do	do	do	Do.
Jacob Loining	do	do	do	Do.
Edson B. Fowler	do	do	do	Do.
William L. Wilson	do	do	do	Do.
Frank M. Kindig	do	do	do	Do.
Thomas M. Webb	Wilmington, N. C.	Rescue from drowning in the surf off Wrightsville, N. C., of two ladies who had been carried beyond their depth by the tide, Aug. 30, 1890.	do	Do.
Daniel J. Reagan	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal..	Dec. 22, 1890
Thomas F. Freel	New York	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884-1889.	do	Jan. 9, 1891
Alfred Mitchell	Erie, Pa.	Rescuing, while in command of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young, while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal...	Jan. 10, 1891

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jacob N. Lanstra.....	Assistant keeper of Grosse Point light - vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal..	Jan. 28, 1891
Frederick T. Hatch....	Keeper of light-house, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of Oct. 26, 1890. Mr. Hatch had previously, while a surfman at the Cleveland Life-Saving Station, received the gold medal of the Service. (See under date of Dec. 3, 1884.)	Gold bar.....	Feb. 26, 1891
C. A. Carlissen.....	Boatswain's mate on the U. S. S. Despatch.	Rescuing from drowning a man who had broken through the ice off the Washington Navy-Yard, Jan. 9, 1891.	Silver medal..	Feb. 27, 1891
Patrick Kennedy.....	Ordinary seaman.	do.....	do.....	Do.
William Penn.....	Seaside Park, N. J.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890.	do.....	Apr. 7, 1891
Eugene Longstreet.....	Brielle, N. J.....	do.....	do.....	Do.
Custis Harrison.....	Corporal, Troop D, 5th U. S. Cavalry.	Rescuing three persons from drowning in the Red River, Texas, Nov. 23, 1890.	do.....	Do.
Mabel Mason	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the swash of a passing steamer, May 11, 1890.	do.....	Apr. 15, 1891
Calvin Gunn.....	Washington, D. C.	Rescuing from drowning, with great peril to his own life, a boy who had fallen into the river from a wharf at Washington, D. C., May 25, 1891.	do.....	July 11, 1891
Albert Owen.....	Trescott, Me.....	Rescue from drowning, with a frail craft, of two men whose boat had capsized near Pembroke, Me., in the swift current, July 10, 1887.	do.....	July 16, 1891
Harry T. Thompson....	New York.....	Rescuing a number of persons from drowning at various times during the years 1882-1886, and particularly for gallantly taking six persons from a boat capsized in New York Bay, September, 1886.	Gold medal...	Oct. 14, 1891
Reuben Held.....	do.....	Rescue from drowning, June 18, 1891, of a boy who had gone beyond his depth while bathing, at Marion, Mass.	Silver medal..	Oct. 23, 1891
Moritz Rosenthal.....	Riverside, Cal....	Rescuing from drowning, Aug. 29, 1891, a man who was bathing in Spring Brook, San Bernardino County, Cal. The service was rendered particularly arduous and meritorious by the youth of the rescuer, a boy of 14 years.	do.....	Do.
Joseph Fernald	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John W. Brindley.....	Private, 15th U.S. Infantry.	Rescue from drowning, at great risk to his own life, of a boy whose boat had capsized in Lake Michigan, July 24, 1891.	Silver medal..	Jan. 20, 1892
Charles Van Buren	do	do	do	Do.
William Oakmore.....	do	do	do	Do.
John Regnier.....	Surfman of life-saving station.	Recovering the body of a child drowned on Dec. 22, 1888. While aiding in saving lives from the steam collier Mendocino, wrecked on Humboldt bar, he sprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt. 1889.)	Gold medal..	Feb. 6, 1892
John Bergman.....	Gardner, Oreg....	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	do	Do.
Benjamin Dexter.....	Grays Harbor, Wash.	do	Silver medal..	Do.
Robert Breen	Empire City, Oreg.	do	do	Do.
Edward D. Ballentine..	Captain of steamer Elfin-Mere.	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer Oswegatchie, sinking off Sturgeon Point, Lake Huron, Nov. 26, 1891.	do	Feb. 23, 1892
John E. Johnson	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer San Albano, off Hog Island, Va., Feb. 23, 24, 1892. Two heroic but futile attempts were made to reach the vessel with the surfboat. Communication was finally made with the beach apparatus by means of the keeper's ingenuity, and all on board were landed in the life car. Medals were also bestowed upon Keeper Johnson and his crew, named below, by the Spanish Government, and their acceptance was authorized by Congress. (An. Rept., 1892.)	Gold medal...	Mar. 21, 1892
James K. Carpenter....	Surfman.....	do	Silver medal..	Do.
James A. Doughty	do	do	do	Do.
John R. Dunton.....	do	do	do	Do.
John E. Smith.....	do	do	do	Do.
John H. Dewald.....	do	do	do	Do.
Robert C. Joyner.....	do	do	do	Do.
William B. Goffigon	do	do	do	Do.
Joshua E. Berton.....	Substitute.....	do	do	Do.
Frank Lasley	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing, Nov. 23, 1891.	Gold medal..	April 2, 1892
Nicholas Shomin	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Walter N. Chase.....	Keeper of life-saving station.	Rescuing, during heavy gale and sea, the crew of seven men from the rigging of the Canadian schooner H. P. Kirkham, wrecked on Rose and Crown Shoal, 15 miles seaward from Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling for twenty-three hours against wind and sea. (An. Rpt., 1892.)	Gold medal...	Apr. 2, 1892
Jesse H. Eldridge.....	Surfman.....	do.....	Silver medal..	Do.
Roland H. Perkins.....	do.....	do.....	do.....	Do.
Charles H. Cathcart.....	do.....	do.....	do.....	Do.
John Nyman.....	do.....	do.....	do.....	Do.
Josiah B. Gould.....	Temporary surfman.	do.....	do.....	Do.
George J. Flood.....	do.....	do.....	do.....	Do.
Mrs. Martha White.....	Copalis, Wash....	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Ferndale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal...	Apr. 18, 1892
Frank D. Ring.....	Chicago, Ill.....	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man (Sept. 12, 1890), both of whom had fallen into North River, New York.	do.....	Apr. 25, 1892
Elias S. Wingate.....	Charleston, S. C...	Rescuing from drowning a young woman who had fallen overboard in Charleston Harbor, Nov. 7, 1877.	Silver medal..	Do.
Herman C. Schumm...	Second lieutenant, U. S. Army.	Rescuing, under circumstances which imperilled his own life, two men clinging to a capsized boat off Fort Schuyler, N. Y., June 16, 1891.	do.....	June 4, 1892
William Jones.....	Sergeant, Battery K, Second Artillery.	do.....	do.....	Do.
Harry Kenrick.....	Sergeant, Battery M, Second Artillery.	do.....	do.....	Do.
Waldo B. Carpenter...	Corporal, Battery K, Second Artillery.	do.....	do.....	Do.
William A. Monck.....	Private, Battery M, Second Artillery.	do.....	do.....	Do.
James Ryan.....	Private, Battery K, Second Artillery.	do.....	do.....	Do.
James Quinlisk.....	do.....	do.....	do.....	Do.
Cyrus S. VanAmringe..	Wilmington, N. C..	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin U. Jackson..	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	Silver medal..	June 10, 1892
Bertie O. Burr.....	Lincoln, Nebr....	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal...	June 14, 1892
Samuel Arundale.....	Charlottesville, Va	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal..	June 20, 1892
William N. Blow, jr....	First Lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	do.....	Do.
Michael Kynan.....	Private, Company H, Fifteenth Infantry.	do.....	do.....	Do.
Daniel H. Cleaveland..	U. S. Fish Commission steam launch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	do.....	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with great personal risk, rescued a man from a rock just above the American Falls.	do.....	July 21, 1892
George Nobles.....	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	do.....	Sept. 14, 1892
John Nelson.....	do	do	do	Do.
Massie Milne.....	Newark, N. J....	Rescued, by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	do.....	Sept. 19, 1892
John J. Hayes.....	Wilmington, N. C.	Rescued on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	do.....	Sept. 28, 1892
Godfrey H. Macdonald	First Lieutenant, First U. S. Cavalry.	Rescued on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in midstream, New York Harbor, a man who had fallen overboard, and who would have drowned but for the timely assist-	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Godfrey H. Macdonald.	First Lieutenant, First U. S. Cavalry.	ance in sustaining him until a life line could be thrown them. The night was dark and the current swift, making the action one of extraordinary heroism and daring.	Gold medal...	Sept. 28, 1892
Christian F. Wolf.....	Sergeant, Battery M, Third U. S. Artillery.	Rescuing, in 1886, 1890, and 1892, several persons from drowning at Fort Monroe, Va., under circumstances of danger rendering the actions especially heroic.	Silver medal..	Oct. 6, 1892
Harvey McGuire.....	Private, Hospital Corps, U. S. Army.	Rescued from drowning a soldier who had been taken with cramps while bathing in the Licking River, near Fort Thomas, Ky., June 14, 1892, by swimming to his relief, and clinging to him manfully. In spite of his desperate struggles, which caused them to sink once, McGuire carried him safely to the shore.	do.....	Do.
Christopher A. Wenz...	Fireman on U. S. revenue cutter Woodbury.	Rescued two boys, belonging on the Woodbury, from death by drowning while bathing in the Kennebec River, at Bath, Me., Aug. 20, 1892. Wenz jumped overboard from the steamer and swam to the boys, who grasped him, and all three sank, but, aided by Lieutenant Berry, who waded into the stream, they were assisted to the shore.	do.....	Oct. 18, 1892
Julien H. Thomson....	Port Huron, Mich.	Rescued, on Aug. 20, 1892, with great bravery and at peril of his life, a young woman, who, being unable to swim, had got beyond her depth while bathing in Lake Huron. He plunged into the surf, which was quite rough, without removing his clothing, reached the girl after she had sunk several times and was unconscious, and succeeded, after a hard struggle, in reaching shore with his charge.	Gold medal...	Do.
Thomas H. Herndon...	Birmingham, Ala.	Assisting to rescue, by a perilous journey in a small boat, two men who had been capsized in a sailboat, during a gale, on Lake Griffin, Florida, May 20, 1880, about 3 miles from shore.	Silver medal..	Jan. 28, 1893
Virgil L. Hopson.....	Leesburg, Fla.....	do.....	do.....	Do.
Henry P. Christiennin..	East Boston, Mass.	Rescuing three boys from drowning by leaping into the water from the deck of a ferryboat Sept. 6, 1887; also saving a woman from drowning in a ferry slip at East Boston, Mass., Jan. 8, 1891.	do.....	Feb. 16, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Devine.....	Fire department, Providence, R. I.	Rescued by jumping from a wharf at Providence, R. I., July 17, 1890, a man who had fallen into the water. The current was strong and the man unable to swim. Mr. Devine having received a silver medal previously (see record of July 22, 1886), a silver bar was awarded for his service.	Silver bar	Feb. 20, 1893
W. G. Lee	Savannah, Ga	Rescuing on five different occasions—four of them being at night—between Dec. 18, 1878, and July 5, 1885, eight persons who had fallen into the waters on the coasts of Georgia and Florida. The assistance was rendered at great personal risk, placing the life of the rescuer in jeopardy.	Gold medal...	Feb. 23, 1893
F. D. Webster	Lieutenant, U. S. Army.	Rescuing a man and his wife who had fallen through an air hole while crossing the ice between Jersey City and Bedloes Island, New York Harbor, on the evening of Jan. 18, 1893. The rescue was accomplished after arduous labor and at great hazard, the ice bending and almost giving way beneath the men engaged in the work, who were in imminent danger of being submerged.	Silver medal .	Do.
Denis Barry.....	Private, Co. A, Sixth Infantry.	do	do	Do.
John Buerger.....	do	do	do	Do.
Denis Guiney	do	do	do	Do.
Leroy S. Hotchkiss.....	do	do	do	Do.
Charles F. Rodenstein.....	do	do	do	Do.
Alex. M. Wetherill, jr.....	do	do	do	Do.
Benjamin Hewlett.....	Wilmington, N. C.	Rescuing on Aug. 8, 1892, two young girls bathing near the mouth of Hewletts Creek, Wrightsville Sound, North Carolina, who had got beyond their depth and were drifting out with the current. After a heroic struggle he reached shore with them but was disabled several days by exhaustion and cuts on the feet caused by running over oyster beds to reach them.	do	Mar. 16, 1893
Harvey A. White	Bangor, Me.....	Rescued two boys from drowning in the Penobscot River, Maine, Aug. 15, 1892. One of the boys clutched him, but he shook himself free, and by using both hands in holding each by the hair, carried them safely ashore.	do	Do.
Valentine Jones	Master of the steamer Hud- son.	Rescuing in the steamer Hudson, by superior seamanship and persistent courage, the crew of the barge Sunshine, consisting of six men and a woman, on the night of Oct. 29, 1892, on Lake Erie. The barge went to pieces soon after the crew had been saved.	do	Mar. 29, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Ed. F. Wiese.....	Milwaukee, Wis..	Rescuing, on the evening of Aug. 24, 1890, a man who had become helpless while bathing in the Milwaukee River. Wiese was then a lad only 17 years old.	Silver medal..	Apr. 15, 1893
James Whittaker	Corporal, U. S. Marine Corps.	Bravely attempting the rescue of a comrade, who had fallen into the icy waters of the Piscataqua River at the Portsmouth Navy-Yard, on the evening of Jan. 20, 1893. When the accident occurred the thermometer stood at zero, but he plunged boldly into the river and grasped the imperiled man, who so hampered his movements, however, that other assistance was necessary to get them safely ashore.	do	May 3, 1893
P. J. Lowe, jr.....	Second lieutenant, U. S. Army.	Assisting to rescue, by swimming to his relief after he had sunk twice and supporting him while returning to the shore, one of a party of scouts with whom they were crossing the swiftly flowing Pecos River, Texas, May 14, 1890. The service required the incurrence of danger and extraordinary exertion.	do	May 4, 1893
Julian Longorio.....	Corporal of Scouts, U. S. Army.	do	do	Do.
Martin Knudsen.....	Keeper of Port des Morts light-station.	Rescuing, on the night of Oct. 28, 1892, the crew of the schooner A. P. Nichols, stranded on Pilot Island at the entrance to Green Bay, Wisconsin. The keeper waded to a sunken wreck where he was exposed in the storm and darkness to the waves as well as the falling spars of the stranded vessel, and from there guided and assisted the ship's company of eight persons to the shore.	do	May 8, 1893
Ingar Olsen	Surfman of life-saving station.	Rescued, by superior intelligence, remarkable strength, and courageous daring, a man, the sole survivor of fifteen men, from the water-works crib, Milwaukee, Wis., Apr. 20, 1893.	Gold medal...	May 24, 1893
G. W. S. Jenkins	Master of the tug Juno.	Rescuing, on Apr. 11, 1893, the mate and seven sailors of the Norwegian bark Riga, which stranded on that date off Bay Point, near Beaufort, S. C., in a northeast gale, and was completely wrecked and broken up. Captain Jenkins went out in the tug Juno with a crew of nine men, and picked up the castaways, who were adrift on the	do	June 22, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
G. W. S. Jenkins.....	Master of the tug Juno.	wreckage. A public meeting of the citizens of Beaufort, May 6, 1893, passed resolutions commendatory of the work, which had been performed under conditions endangering the tug and the lives of all on board.	Gold medal...	June 22, 1893
Luther Sykes	Engineer on the tug Juno.	do.....	Silver medal..	Do.
Lawrence Lawton.....	Fireman on the tug Juno.	do.....	do.....	Do.
Henry Porter	Deckhand on the tug Juno.	do.....	do.....	Do.
William Tompkins.....	do.....	do.....	do.....	Do.
Fred Lightburn.....	Cook on the tug Juno.	do.....	do.....	Do.
James F. Magrath	Volunteer on the tug Juno.	do.....	do.....	Do.
Agapito Zabaljamagul.	do.....	do.....	do.....	Do.
Wm. B. Scherer.....	do.....	do.....	do.....	Do.
Robert Miller.....	do.....	do.....	do.....	Do.
George B. Dean.....	Cincinnati, Ohio..	Rescued, on July 17, 1893, at Gratiot Beach, Lake Huron, a youth who sank to the bottom while bathing about 100 yards offshore. The rescue was effected at great personal risk by diving and supporting the unconscious boy until both were taken from the water by boatmen.	do.....	Sept. 7, 1893
Patrick Kaine	Sergeant, Co. D, 3d Infantry.	Rescuing, on June 16, 1893, a comrade whose canoe had been capsized by a sudden squall while fishing in Leach Lake, Minnesota. Sergeant Kaine jumped into the lake, swam to the boat, towed it ashore, while the endangered man, who could not swim and was nearly exhausted, clung to it.	do.....	Dec. 26, 1893
E. H. Gault	Cleveland, Ohio..	Rescued from drowning, by swimming to their relief and conveying each one to a boat near by, three ladies who unexpectedly got into deep water, where they sank several times, while bathing in Lake Erie, July 28, 1893.	do.....	Do.
William E. Wingate...	Charleston, S. C...	Rescued from drowning in the harbor of Charleston, S. C., on Sept. 14, 1893, a lad who had fallen into the Cooper River. Wingate, a youth only 14 years old, sprang into the water without removing his clothing and rescued the boy, who was drifting away with the tide, and had gone under the third time.	do.....	Jan. 8, 1894
Alfred Sorensen	Captain of steamer Charles L. Mather.	Rescued with extraordinary effort and courage, by jumping into the sea and swimming to his relief, a man who fell from the steamer Charles L. Mather, in Boston Bay, Aug. 21, 1892.	Gold medal...	Feb. 28, 1894

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Dennis F. Ward.....	Patrolman, New York City police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, Mar. 24, 1892, a boy who was drifting outward with the tide. After a hard struggle in the freezing water the officer brought the benumbed and helpless lad to the shore.	Silver medal..	Feb. 28, 1894
Albert Graeber.....	Belleville, Ill.....	Rescuing, on Aug. 4, 1893, by prompt action, superior skill, and with considerable risk, four lads who were endangered while bathing in the Okaw River, near Venedy, Ill.	do.....	May 11, 1894
Dr. Joseph B. Graham.	Savannah, Ga....	Rescuing in a small boat, with the assistance of Peter Dodge, a colored man, three men from the British bark Mary E. Chapman, stranded on Stone Horse Reef, Tybee Island, Georgia, Feb. 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts, which were finally successful, to rescue seven men remaining on board the imperiled vessel.	Gold medal...	Aug. 4, 1894
Peter Dodge.....	do.....	do.....	Silver medal..	Do.
Frank Sweezy.....	Fire department, Bridgeport, Conn.	Bravely rescuing from drowning two boys who had capsized in a small boat, on Mar. 31, 1893, by jumping from a bridge, and, encumbered by his clothing and unaided, succeeded in landing them safely on shore.	do.....	Aug. 28, 1894
Harry King.....	San Francisco, Cal.	Heroically swimming to the rescue, Oct. 31, 1893, of a fisherman whose boat had capsized in the breakers off the California coast, and who was unable to reach the shore.	Gold medal...	Sept. 26, 1894.
James Russell.....	Quartermaster, U. S. revenue cutter <i>Forward</i> .	Bravely rescuing, Apr. 2, 1894, a ship's boy, who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered and swam with him toward the vessel until aid therefrom reached them.	Silver medal..	Do.
Daniel E. Lynn.....	Port Huron, Mich.	During a fierce gale and high sea, attempted to reach the water-logged schooner William Shupe in a yawl boat towed by a tug, on May 19, 1894, to render assistance to the imperiled crew. The boat was capsized and all of its occupants, except Mr. Lynn, were drowned. He was washed ashore in an unconscious condition, half a mile from the vessel.	Gold medal...	Mar. 2, 1897 (special act).

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Gilbert T. Hadlock....	Master of steamer Islesford.	Daring seamanship, June 19, 1894, in navigating the small steamer Islesford in a dense fog and high sea through a tortuous and dangerous channel to the wreck of the schooner Effie T. Kemp, stranded on Thumper Ledge, Bakers Island, Maine, with seas breaking over her, and in rescuing thirteen men from her bowsprit by the skillful management of a dory.	Silver medal..	Mar. 18, 1898
Benjamin G. Cameron.	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	do.....	Feb. 20, 1899
Michael F. Barry.....	Brooklyn, N. Y. ...	Heroic services in rescuing from drowning, at the peril of his life, several people under the most trying difficulties on several occasions between the years 1887 and 1897.	Gold medal...	Apr. 25, 1899, by joint resolution of Congress, approved Feb. 27, 1899.
Alvin H. Cleveland ...	Vineyard Haven, Mass.	Rescuing and assisting to rescue fifteen persons from the wrecks of the American schooners E. J. Hamilton, Annie A. Booth, and Leora M. Thurlow, in the Harbor of Vineyard Haven, Mass., during the great hurricane of Nov. 27, 1898. This work was accomplished in the face of grave difficulties, and at the imminent risk of his own life.	do.....	July 28, 1899.
Isaac C. Norton.....	do.....	do.....	do.....	Do.
F. Horton Johnson.....	do.....	Rescuing and assisting to rescue ten persons from the wrecks of the American schooners Annie A. Booth and Leora M. Thurlow, at the same time and under the same conditions as the foregoing.	do.....	Do.
Frank Golart, jr.....	do.....	Rescuing and assisting to rescue five persons from the wreck of the American schooner E. J. Hamilton, at the same time and under the same conditions as described above.	do.....	Do.
Stanley Fisher.....	Cottage City, Mass.	Rescuing and assisting to rescue four persons from the wreck of the American schooner Leora M. Thurlow, at the same time and under the same conditions as described above.	do.....	Do.
Conrad F. Strand.....	Master of steamer Point Arena.	Bravely assisting in the rescue of twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896. Captain Strand stood by the wreck in a dangerous sea and sent a boat to it several times, saving all who had stayed by the wreck.	Silver medal..	Oct. 17, 1899.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lars E. Olsen.....	Member of crew of steamer Point Arena.	Bravely rescuing and assisting to rescue twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896, by making several trips to the wreck through a dangerous sea.	Silver medal.	Oct. 17, 1899
P. Anderson.....	do.....	do.....	do.....	Do.
A. Henrikson.....	do.....	do.....	do.....	Do.
Andrew O. Lilleland.....	do.....	do.....	do.....	Do.
Jefferson M. Brown...	Keeper of light station, Point Arena, Cal.	Heroic daring in attempting to rescue the crew of the wrecked steamer San Benito, at Point Arena, Cal., Nov. 22, 1896, by going out three times in an unseaworthy boat only to be hurled back by the force of the seas.	Gold medal...	Do.
Sam Miller.....	Point Arena, Cal.	do.....	do.....	Do.
Lazar Poznanovich.....	Elk, Cal.	do.....	do.....	Do.
Rasmus S. Midgett.....	Surfman.....	Extraordinary heroism in rescuing, single-handed, ten men from the wreck of the barkentine Priscilla, 3 miles south of Gull Shoal Station, N. C., Aug. 18, 1899. The rescue was effected at night and during the height of a disastrous storm which inundated the whole coast in that vicinity.	do.....	Oct. 18, 1899
Robert M. Lavender...	Boston, Mass.....	Bravely assisting in the rescue of a man from the sunken schooner F. H. Smith, in Provincetown Harbor, Mass., during the great storm of Nov. 27, 1893. The rescue was effected by a volunteer crew of eleven men, who braved the storm in an open boat.	Silver medal..	Oct. 19, 1899
Charles A. Foster.....	Provincetown, Mass.	do.....	do.....	Do.
James Brown, jr.....	do.....	do.....	do.....	Do.
Charles T. Forrest.....	do.....	do.....	do.....	Do.
Antoine K. Souza.....	do.....	do.....	do.....	Do.
Benjamin T. Benson.....	do.....	do.....	do.....	Do.
Ernest A. Horton.....	do.....	do.....	do.....	Do.
James L. Worth.....	do.....	do.....	do.....	Do.
Joseph H. Settes.....	do.....	do.....	do.....	Do.
James A. Lopez.....	do.....	do.....	do.....	Do.
James M. Burke.....	do.....	do.....	do.....	Do.
Otto B. Storbeck.....	Oshkosh, Wis.....	Bravely rescuing four women who were thrown into the Fox River by the capsizing of a rowboat on Sept. 2, 1885. Storbeck plunged into the cold water, which was deep and running swiftly, and succeeded in putting four women on the upset boat and towing it to the shore. Nine occupants of the boat were drowned.	do.....	July 3, 1900
H. R. Mayo Thom.....	Baltimore Md.....	Heroic services in rescuing a woman from drowning on Jan. 12, 1900. A partially-blind colored woman having fallen overboard from a steamer off Urbana, Va., Mr. Thom jumped into the water, and, after sinking with the woman beneath the ice-covered surface of the river, tied around her body a rope, by means of which she was hauled out of the water.	Gold medal...	Aug. 20, 1900

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Philip Bierschenk	Brooklyn, N. Y. ...	Rescued from drowning, on July 1, 1900, a boy who had fallen overboard from a tug bound from Green Point to Glen Cove, Long Island. Bierschenk jumped into the water, swam to the boy, and supported him until the tug turned and picked them up, the boy being unconscious and his rescuer so exhausted that he was unable to stand or speak.	Silver medal..	Nov. 20, 1900
E. T. Brown	Captain, U. S. Army.	Rescuing and assisting to rescue the passengers of the Government tug Resolute, which was sunk by a collision with the tug Swartara in Boston Harbor on Jan. 3, 1900. After the sinking of the Resolute Captain Brown supported in the water and saved from drowning, at the peril of his life, a woman who weighed over 200 pounds.	Gold medal...	Do.
John F. Crimmings	Private, U. S. Marine Corps.	Rescue of a shipmate who fell overboard from a steam launch and became entangled in a bicycle which he was holding, while a party of liberty men were bound to the U. S. S. Iowa from Tacoma, Wash., on June 19, 1900.	Silver medal..	Dec. 14, 1900
Charles Reiner.....	Formerly second mate of wrecked steamer Weeott.	Bravely swimming to the jetty with a line from the steamer Weeott, which was wrecked on Dec. 1, 1899, while crossing the bar at the entrance to Humboldt Bay, Cal. This was a daring and hazardous undertaking, as the heavy surf was breaking with violence over the jagged rocks of the jetty, and it resulted in the saving of many lives.	Gold medal...	Jan. 30, 1901
W. C. Penoyar	Bay City, Mich....	Rescue of a girl who had been carried into deep water by the undertow while bathing on the shore of Lake Huron, near Lexington, Mich., on Aug. 2, 1900. This rescue was accomplished after the girl had sunk twice, and showed cool judgment as well as remarkable bravery on the part of the rescuers, who were 15 and 12 years old, respectively.	Silver medal..	Feb. 18, 1901
Ralph E. V. Penoyar ..	do	do	do	Do.
E. Alexander.....	Master of steamer Mexico.	Rescue of an insane man who dropped into the water between the wharf and steamer Mexico at Port Harford, Cal., before daylight on Apr. 3, 1890. Captain Alexander sprang overboard and rescued the man at the risk of being crushed between the steamer and the wharf, as there was a heavy sea rolling in at the time.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. W. Griesser.....	Keeper Buffalo Life-Saving Station.	Rescue of a man who was clinging to a pile in Buffalo Harbor, about 500 feet from shore, during a heavy gale on Nov. 21, 1900. After the capsizing of the lifeboat Keeper Griesser swam out with a line and, after battling with the waves for three-fourths of an hour, succeeded in reaching the man, who was safely hauled to the shore.	Gold medal...	Feb. 23, 1901
André Fourchy.....	New Orleans, La..	Bravely rescuing a man who was drifting seaward with the ebb tide while bathing at Virginia Beach on Aug. 27, 1900.	Silver medal..	Apr. 22, 1901
John Farrell.....	Buffalo, N. Y.....	Bravely rescuing and assisting to rescue several persons from drowning, in the vicinity of Buffalo Harbor, between Oct. 14, 1886, and Aug. 1, 1899.	do.....	Apr. 27, 1901
Archie Farrell.....	do.....	Rescue of a woman who was in imminent danger of drowning while in bathing at Woodlawn Beach on Aug. 15, 1897.	do.....	June 7, 1901
William Packer.....	Cleveland, Ohio..	The schooner James F. Joy foundered off Ashtabula, Ohio, Oct. 23, 1887. Captain Packer, with others, made two trips to the Joy in yawl and rescued the entire crew of nine men and one woman.	Gold medal...	Oct. 21, 1901
Rosser M. Dennison....	Private, 23d Infantry, U. S. Army.	Rescued on the night of Oct. 29, 1900, a comrade who had fallen into the sea from the transport Aeolus.	do.....	Nov. 27, 1901
Charles Ross White....	Naples, Me.....	Rescued on Sept. 12, 1900, a companion named M. R. Nash, who was unable to swim, by supporting him, with the aid of a capsized canoe, for more than an hour.	Silver medal..	Nov. 30, 1901
John E. Good.....	Perryville, Md...	Rescuing on July 4, 1900, nine young men whose boat had capsized. Although unable to swim himself, he went to their rescue in a small launch, through a rough sea, and landed them safely on the beach.	do.....	Feb. 19, 1902
J. R. O'Neal.....	Virginia Beach, Va.	Bravely rescuing and assisting to rescue a sailor from the stranded schooner Jennie Hall, off Dam Neck Mills Life-Saving Station, Va., on Dec. 21, 1900.	Gold medal...	Mar. 14, 1902
Horatio Drinkwater....	do.....	do.....	do.....	Do.
W. H. Partridge.....	do.....	do.....	Silver medal..	Do.
J. W. Sparrow.....	do.....	do.....	do.....	Do.
B. M. Simmons.....	do.....	do.....	do.....	Do.
G. W. Whitehurst.....	do.....	do.....	do.....	Do.
J. H. Carroll.....	do.....	do.....	do.....	Do.
Elmer F. Mayo.....	Chatham, Mass...	Rescued, at great personal hazard, Seth L. Ellis, of Monomoy Station life-saving crew, on Mar. 17, 1902.	Gold medal...	Mar. 28, 1902

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Seth L. Ellis.....	Harwich port, Mass.(suriman, Monomoy Station).	At great hazard endeavored to save crew of barge Wadena, which was ashore on Shovel-ful Shoal, Mass., and afterwards aided members of life-saving crew on their overturned boat until their strength was exhausted.	Gold medal ..	Mar. 28, 1902
Robert E. Mills.....	New York, N. Y..	Rescued, with great skill and heroism, two men who had capsized in a small boat on the Hud-son River, off 175th street, New York City, Aug. 25, 1901.	do	Mar. 31, 1902
Morgan L. Steele.....	Washington, D. C.	Rescuing a man who had broken through the ice on the James River, near Richmond, Va., on the night of Feb. 9, 1895.	Silver medal..	Do.
Chas. A. Blank.....	San Francisco, Cal.	Rescued a woman who had jumped overboard from the ferryboat Oak-land, in San Francisco Bay, Cal., on the morn-ing of Apr. 17, 1901.	Gold medal...	Do.
Henry Thorn	Cleveland, Ohio..	Rescued from death in the early morning of Aug. 14, 1901, eighteen men who were imper-iled on crib No. 2, of the Cleveland waterworks tunnel in Lake Erie.	Silver medal..	Apr. 12, 1902
Alfred Sorensen	Boston, Mass.....	Jumped from his steamer at the peril of his own life and rescued a man who fell from the tug Elsie, July 29, 1900, near Boston light-ship.	Gold bar	Apr. 16, 1902
Fred. Johnson	Chicago, Ill.....	Rescued, with great skill, on Nov. 12, 1900, the crews of two barges, which were helplessly adrift on Lake Erie in a heavy sea, and in dan-ger of foundering.	Silver medal..	June 3, 1902
John J. O'Connor.....	New York, N. Y..	Rescuing from the Har-lem River, at great per-sonal hazard, an insane woman who jumped from the steamer Thomas A. Brennan on the morning of June 22, 1901.	Gold medal ..	June 7, 1902
Clark E. McClintock ..	Corporal, 15th U. S. Infantry.	Attempting to rescue a comrade from drowning Apr. 12, 1901.	do	July 8, 1902
Charles S. Root	Second assistant engineer, U. S. Revenue-Cut-ter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	do	Sept. 18, 1902
James Bierman	Ordinaryseaman, U. S. Revenue-Cut-ter Service.	do.....	do.....	Do.
George Jeffas.....	Gunner, U. S. Revenue-Cut-ter Service.	do.....	Silver medal..	Do.
Jacob Pedersen	Carpenter, U. S. Revenue-Cut-ter Service.	do.....	do.....	Do.
W. Cormack	Master-at-arms, U. S. Revenue-Cut-ter Service.	do.....	do.....	Do.
F. Olsen	Cockswain, U. S. Revenue-Cut-ter Service.	do.....	do.....	Do.
W. Gardiner	Third-class oiler, U. S. Revenue-Cut-ter Service.	do.....	do.....	Do.
W. Idstrom	do.....	do.....	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
B. Rafailovich	Fireman, U. S. Revenue-Cutter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	Silver medal..	Sept. 18, 1902
Albert Bernston	Surfman, Golden Gate Life-Saving Station.	Rescuing a man at Point Lobos, Cal., Sept. 6, 1901.	do	Do.
Thomas Duggan	New York, N. Y..	Rescuing three persons from the East River, New York.	do	Sept. 24, 1902
Daniel J. Fogarty	do	Rescuing a man from the Harlem River, New York, July 25, 1896.	do	Nov. 5, 1902
Howard M. Poland	Cornwall on the Hudson.	Rescue of two comrades, May 13, 1902.	do	Nov. 28, 1902
Michael J. O'Loughlin.	Brooklyn, N. Y..	Heroic daring in rescuing two men from the East River, New York, Nov. 5, 1889, and Feb. 25, 1900.	Gold medal...	Dec. 3, 1902
John W. Wilson	Private, Co. M, 29th U. S. Volunteer Infantry.	Assisting to rescue thirteen comrades, near Calbayog, Samar, Philippine Islands, Oct. 31, 1902.	Silver medal..	Dec. 4, 1902
Patrick J. Kelly	New York, N. Y..	Rescue of a woman from Hudson River, New York, Feb. 21, 1902.	do	Do.
J. K. Taussig	Ensign, U. S. Navy.	Swimming to the assistance of a shipmate in the harbor of Yokohama, Japan, Apr. 27, 1902.	do	Do.
William Thompson....	Seaman, U. S. Navy.	Rescuing a messmate on Apr. 13, 1901.	do	Dec. 5, 1902
Irving P. Grace.....	Master of U. S. tug Nimrod.	Rescued sixteen persons in the vicinity of New York, N. Y.	do	Jan. 3, 1903
Dennis Sheehan.....	Portland, Me.	Rescued a man in Portland Harbor, Maine.	do	Do.
James A. Corscaden ...	New York, N. Y..	Rescued a woman at Belmar, N. J., Sept. 1, 1902.	do	Do.
Thomas F. Duffy	Private, U. S. Marine Corps.	Rescuing a comrade on Feb. 10, 1901, in Newport Harbor, Rhode Island.	do	Do.
C. H. Plummer	Millbridge, Me. ...	Saving and assisting to save the lives of 150 persons during the hurricane at Galveston, Tex., Sept. 8, 1900.	Gold medal...	Do.
Guy Plummer	do	do	do	Do.
Jack Plummer	Beaumont, Tex.	do	do	Do.
Joseph Corthell	Galveston, Tex.	do	do	Do.
Daniel H. McCarthy...	Private, U. S. Marine Corps.	Rescuing a comrade in New York Harbor, May 25, 1902.	Silver medal..	Do.
Harry M. Griffin	do	do	do	Do.
Frank J. Halbe	Private, Co. D, 2d U. S. Infantry.	Rescuing a comrade in the harbor of Cienfuegos, Mar. 3, 1900.	do	Do.
George N. Gray	Keeper Charlotte Life-Saving Station.	Rescue of four men and one woman from the wrecked schooner John R. Noyes, Dec. 15, 1902.	Gold medal...	Do.
Ira S. Palmer	Surfman	do	do	Do.
Lester D. Seymour	do	do	do	Do.
Mial E. Eggleston	do	do	do	Do.
Delbert Rose	do	do	do	Do.
Charles Eastwood	do	do	do	Do.
W. Vernon Downing	do	do	do	Do.
Frank B. Chapman	do	do	do	Do.
George E. Henderson	do	do	do	Do.
Thomas J. Gleason.....	New York, N. Y..	Rescuing a man who fell into the East River, New York.	Silver medal..	Do.
James H. Holmes.....	Norfolk, Va.	Rescuing a man at Virginia Beach, Va., Sept. 1, 1902.	do	Feb. 9, 1903
George D. Cobb.....	Assistant keeper, Point Bonita Light-Station, California.	Rescuing three men in San Francisco Bay, Dec. 26, 1896.	do	Do.
Edwin W. Brewer	Redondo, Cal.	Rescuing persons on various occasions at Santa Monica and Redondo, Cal.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Albert G. Rowe.....	Quartermaster, U. S. tug Unadilla.	Rescuing a woman who fell overboard from the U. S. tug Unadilla, at Mare Island, Cal., Dec. 13, 1901.	Gold medal...	Feb. 9, 1903
Carl Eich.....	Apprentice, U. S. steamer Isla de Luzon.	Rescuing a messmate from drowning in the harbor of Cebu, Philippine Islands, Sept. 29, 1901.	Silver medal...	Feb. 20, 1903
Laurits Haugens.....	Seaman, U. S. steamer Isla de Luzon.	do.....	do.....	Do.
John R. Glover.....	Master steamer O. W. Cheney.	Rescue of crew of seven men from the schooner barge Nellie Mason, in Lake Erie, Sept. 29, 1895.	do.....	June 9, 1903
W. H. J. Dallaghan....	Formerly bugler, U. S. revenue steamer Manning.	Rescuing a man who fell from a wharf at San Francisco, Cal., May 7, 1900.	do.....	Do.
John H. Kleindienst..	Philadelphia, Pa.	Rescued a man from the Delaware River, Jan. 10, 1903.	do.....	Do.
Hugh F. Doherty.....	Brooklyn, N. Y.	Rescuing persons from drowning on various occasions.	do.....	Aug. 25, 1903
Louis B. Diggins.....	Washington, D. C.	Rescuing two women from drowning at Virginia Beach, Va., Sept. 1, 1902.	do.....	Oct. 7, 1903
H. D. Fadden.....	Coxswain, U. S. Navy.	Rescuing a comrade who had fallen overboard at sea, June 30, 1903.	do.....	Do.
William E. Cope.....	Rochester, N. Y.	Rescuing a woman who had fallen overboard from a steamer in the harbor of Charlotte, N. Y., July 23, 1903.	do.....	Oct. 22, 1903
August Kirchner.....	Chicago, Ill.	Rescuing a man from drowning in Lake Michigan, July 26, 1903.	do.....	Do.
Cornelius F. Sullivan..	Ordinary seaman, U. S. Navy.	Rescuing a shipmate from drowning in the harbor of Culebra, P. R., May 4, 1902.	do.....	Do.
Isaac W. Truex.....	Keeper Ship Bottom Life-Saving Station.	Rescue of five men from the wreck of the barkentine Abiel Abbott, Jan. 20, 1903.	Gold medal...	Jan. 15, 1904
C. V. Conklin.....	Surfman	do.....	do.....	Do.
James H. Cranmer.....	do.....	do.....	do.....	Do.
J. Horace Cranmer.....	do.....	do.....	do.....	Do.
Barton P. Pharo.....	do.....	do.....	do.....	Do.
Walter Pharo.....	do.....	do.....	do.....	Do.
A. B. Salmons.....	do.....	do.....	do.....	Do.
George Mathis.....	Keeper Long Beach Life-Saving Station.	do.....	do.....	Do.
M. D. Kelly.....	Surfman	do.....	do.....	Do.
W. E. Pharo.....	do.....	do.....	do.....	Do.
W. N. Capps.....	Surfman, Virginia Beach Life-Saving Station.	Rescuing two men from drowning, at Virginia Beach, Va., Oct. 10, 1903.	do.....	Do.
Michael M. Haley.....	Private, U. S. Marine Corps.	Making a brave effort to rescue a man from drowning, at Mayaguez, P. R., Dec. 20, 1902.	Silver medal...	Do.
Captain John K. Andersen.	Fort Pierce, Fla.	Rescuing a man from drowning, at Squan Beach, N. J., June 13, 1903.	Gold medal...	Mar. 12, 1904
Harry Andersen.....	Manasquan, N. J.	do.....	do.....	Do.
Chas. E. Boker.....	do.....	Rescue of two men from drowning, at Squan Beach, N. J., June 13, 1903.	do.....	Do.
Captain Robert F. Longstreet.	Keeper Squan Beach Life-Saving Station.	do.....	do.....	Do.
Albert Latham.....	Surfman, Blue Point Life-Saving Station.	Rescue of two men from drowning, at the wreck of the schooner Benjamin C. Cromwell, Feb. 22, 1904.	do.....	Do.
Frank B. Raynor.....	do.....	do.....	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. F. Halsey, jr.....	Surfman, Quogue Life-Saving Station.	Rescuing a man from drowning, at the wreck of the schooner Augustus Hunt, Jan. 22, 1904.	Gold medal...	Mar. 12, 1904
Frank D. Warner.....	do	do	do	Do.
John Spofford.....	Seaman, U. S. S. Sprigg Carroll.	Rescuing a man from drowning, in the harbor of New London, Connecticut, Dec. 19, 1903.	Silver medal..	May 25, 1904
Nils Nelson.....	Assistant keeper, Sakonnet Light-House.	Rescuing a man from drowning, near West Island, Rhode Island, July 24, 1903.	Gold medal...	June 25, 1904
Michael J. Coyne.....	Metropolitan police, New York.	Rescued, by jumping from a wharf at the foot of Corlears street, New York City, Feb. 27, 1903, a man who was drifting out with the tide; recovered and swam with him until aid reached them from the shore.	do	July 21, 1904
James Hamilton.....	Kelleys Island, Ohio.	Bravely rescuing one man and two women from the wreck of the steamer George Dunbar, off Middle Island, Lake Erie, June 29, 1902.	do	Do.
Fred Dishinger, sr.	do	do	do	Do.
Fred Dishinger, jr.	do	do	do	Do.
Charles R. Weston.....	Second officer, U. S. Transport Service.	Heroic daring in rescuing two men from drowning off San Juan, Porto Rico, Aug. 8, 1899.	do	Aug. 3, 1904
Frank A. McGregor....	Gunner, U. S. Navy.	Saving the lives of two men who were in danger of drowning by the capsizing of a sailboat in the harbor of Bellingham, Washington, June 22, 1904.	Silver medal..	Do.
Michael J. Burke.....	Mate, steamer Minnahanonck.	Rescuing a man and a woman from drowning in the East River, New York, Feb. 14, 1899, and May 12, 1903.	Gold medal...	Aug. 4, 1904
Samuel T. Mackall....	Second Lieutenant, Eleventh U. S. Infantry.	Rescued, on Aug. 2, 1902, with great bravery and at peril of his life, two soldiers from drowning in the Malabang River, island of Mindanao.	do	Do.
Lucien B. Gardener...	Sergeant, Eleventh U. S. Infantry.	Bravely swimming to the rescue of a drowning comrade in the Malabang River, Philippine Islands, Aug. 2, 1902.	Silver medal..	Do.
Lawrence Doyle.....	Corporal, Eleventh U. S. Infantry.	do	do	Do.
F. Miguchi.....	Cook, U. S. Revenue-Cutter Service.	Extraordinary heroism in rescuing, Aug. 17, 1904, a sailor who had drifted into deep water. Miguchi leaped overboard, encumbered by his clothing, dived for the man, who had sunk beneath the surface, recovered and swam with him until aid reached them.	do	Sept. 21, 1904
Patrick H. McMahon..	Master of steamer Mystic.	Rescuing, on July 12, 1904, by prompt action, superior skill, and with considerable risk, a man who was endangered while bathing in Lake Erie.	do	Do.
John P. Boyle.....	Private, U. S. Coast Artillery.	Rescuing a man from drowning off Fort Monroe, Virginia, on Apr. 8, 1901.	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Thompson	Chief carpenter, U. S. Navy.	Rescued, with great skill and heroism, Lieutenant-Commander Henry B. Wilson, U. S. Navy, who had capsized in a boat from the U. S. S. Saratoga, off San Fernando, Trinidad, Feb. 24, 1887.	Silver medal..	Jan. 12, 1905
Daniel J. Sullivan	Metropolitan police, New York.	Bravely swimming to the rescue of a man who had fallen into the Harlem River, New York, and sunk in 15 feet of water Aug. 4, 1904.	...do	Jan. 18, 1905
Joseph Ridley	New York, New York.	Heroic services in rescuing a man and a child from drowning in the East River, New York, on Oct. 30, 1896, and Oct. 17, 1900.	Gold medal...	Mar. 1, 1905
Thomas S. Quinn	Patrolman, New York police.	Rescuing a man from drowning in the East River, New York, on Oct. 28, 1904, under circumstances of great personal hazard.	Silver medal..	Mar. 21, 1905
William H. Gaskill	Keeper of life-saving station.	Rescue of six men from the wreck of the schooner Sarah D. J. Rawson, on Lookout Shoals, North Carolina, Feb. 9, 10, 1905.	Gold medal...	Apr. 12, 1905
Kilby Guthrie	Surfman	...do	...do	Do.
Walter M. Yeomans	...do	...do	...do	Do.
Tyre Moore	...do	...do	...do	Do.
John A. Guthrie	...do	...do	...do	Do.
James W. Fulcher	...do	...do	...do	Do.
John E. Kirkman	...do	...do	...do	Do.
Calupt T. Jarvis	...do	...do	...do	Do.
Joseph L. Lewis	Former surfman.	...do	...do	Do.
Henry Ulke, Jr.	Second lieutenant, U. S. Revenue-Cutter Service.	Rescuing a man who fell into the East River, New York, Feb. 3, 1905.	Silver medal..	Do.
John R. Hanby	Wilmington, North Carolina.	Heroically rescuing a bather from drowning in the surf at Wrightsville Beach, North Carolina, on Aug. 13, 1904.	...do	June 6, 1905
C. C. Williamson	...do	...do	...do	Do.
Thomas Richards	Saint Michael, Alaska.	Gallantly effecting the rescue of three men who had drifted to sea on an ice floe and were cast upon an uninhabited island 10 miles from shore, Feb. 9, 1905.	...do	June 7, 1905
Thomas Thompson	...do	...do	...do	Do.
Charles White	...do	...do	...do	Do.
John L. Carlberg	Master of sloop Irene.	Bravely rescuing ten men of the wrecked steamer Spartan, off the coast of New Jersey, during a severe gale, Sept. 16, 1903.	...do	June 22, 1905
Carl A. Aspenburg	Sloop Irene.	...do	...do	Do.
Charles J. Sheridan	Patrolman, New York police.	Rescued, by jumping from a wharf at the foot of Bloomdale street, New York City, Oct. 4, 1902, a boy in the act of drowning and swam with him to a pier.	...do	July 7, 1905
Alfred Sorensen	Master of steamer Clara Clarita.	Bravely rescuing 17 men of the wrecked steamer Astral off the Maine coast during a severe storm, on Dec. 15, 1902.	...do	Do.
H. H. Kittel	Coxswain, U. S. Navy.	Bravely swimming to the rescue of a shipmate who had been thrown overboard from the U. S. S. Kearsarge off Newport News, Va., on May 9, 1905.	...do	Oct. 5, 1905

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
August Mollen.....	Little Chute, Wis.	Heroically rescuing a companion from drowning in the Fox River, Wisconsin, on July 18, 1905.	Silver medal..	Oct. 11, 1905
Lewis Roy Crawford..	Philadelphia, Pa..	Gallantly effecting the rescue of 9 boys, who had capsized in a sailboat in the Delaware River, on July 4, 1900.	do.....	Do.
Charles E. Fife.....	Cleveland, Ohio...	Heroic services in rescuing a boy from drowning in Lake Erie on Aug. 4, 1903.	do.....	Do.
James Murray.....	Metropolitan police, New York.	Rescuing a man from drowning in Gowanus Canal, New York, on Feb. 8, 1905, under circumstances of great personal hazard.	do.....	Do.
John Coulon.....	Chicago, Ill.....	Rescued, with great skill and heroism, a boy who had fallen into the East River, New York, on July 6, 1905.	do.....	Do.
William Heinemann...	Keeper of light station.	Rescuing from drowning on July 4, 1905, by prompt action, superior skill, and with considerable risk, 34 persons from the capsized schooner Gertie Rhodes.	do.....	Oct. 24, 1905
John Russell.....	Department of Docks and Ferries, New York.	Heroic services in rescuing persons in danger of drowning in the East River, New York, on June 14, 1902, Feb. 4, 1904, and Apr. 8, 1904.	do.....	Nov. 11, 1905
Emile M. Wagner	Seaman, U. S. Navy.	Bravely swimming to the rescue of a shipmate who had fallen into the sea from the U. S. battleship Alabama, on Sept. 27, 1905.	do.....	Dec. 11, 1905
Henry J. Schiller	Lakeside, Ohio ...	Rescuing a boy from drowning in Lake Erie, on Aug. 30, 1905.	do.....	Dec. 15, 1905
John J. Sweeney	New York, N. Y..	Bravely saving 3 men and 2 girls from drowning in the East River, New York, on Apr. 19, 1903, July 16, 1904, Nov. 12, 1904, and Oct. 13, 1905.	do.....	Feb. 27, 1906
Patrick J. Lynch.....	Fireman, New York City.	Bravely rescuing from fire and flood a score of passengers from the ill-fated excursion steamer General Slocum, on June 15, 1904.	do.....	Mar. 24, 1906
Michael J. O'Loughlin.	Metropolitan police, New York.	Heroic conduct in leaping into the East River, New York, and saving a man from drowning, on June 5, 1905.	Gold, second service bar.	May 12, 1906
Neils Nilsen.....	Keeper Sand Island Light Station, Ala.	On Dec. 1, 1905, while Nilsen and a man named Harlan Hansen were going in a small sailboat from the light station to Fort Morgan, Ala., Hansen fell overboard. Abandoning the boat, Nilsen went to Hansen's assistance and swam with him to the shore, nearly a mile distant. Hansen died before Nilsen reached land.	Gold medal..	May 21, 1906
Phillip C. Pregenzer....	Fire Department, New York City.	On Aug. 2, 1904, and Aug. 23, 1905, respectively, rescued Mrs. Annie Geraghty and Adolph G. Haaslacher, bathers at Coney Island.	Silver medal..	June 5, 1906

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Stanley Dooley.....	Coxswain, revenue cutter Onondaga.	On Mar. 3, 1906, jumped overboard while the Onondaga was lying at anchor off Norfolk, Va., and rescued Philip Lee, a shipmate, who had accidentally fallen into the water.	Silver medal..	June 6, 1906
Mark Watson Horne..	Pittsburg, Pa....	On Aug. 29, 1905, rescued a boy named Ross Theodore Whistler, who had gone beyond his depth while bathing at York Harbor Beach, Me. At the time of this rescue Horne was 11 years old.	Silver.....	July 6, 1906
Matthew J. McGrath..	Metropolitan police, New York City.	On Nov. 19, 1905, near the hour of midnight, McGrath jumped from the Lenox Avenue Bridge, New York City, into the Harlem River—a sheer drop of 50 feet—and rescued John Hartigan, who had fallen into the river from a dock near the bridge named.	Gold medal...	Do
John F. Conroy	Boston, Mass.....	Saved bathers from drowning in waters adjacent to L street bath house, South Boston, Mass., as follows: June 23, 1900, Francis Desmond; June 6, 1901, Ernest W. Beck; July 31, 1902, Mark Ellis; June 30, 1905, Francis Murphy and another boy whose name is not given; Aug. 2, 1905, John Drea and Harry Adler.	Silver medal..	Sept. 8, 1906
John Wade.....	New York City...	On June 15, 1904, displayed extreme bravery in rescuing, with his tug the "Wade," upward of 200 persons from the burning excursion steamer General Slocum.	Gold medal...	Do.
Frank T. Ryan.....	Private in U. S. Army.	On July 4, 1906, Ryan and Jesse J. Paschal went to the assistance of a comrade, August N. Duster, who was about to drown in the surf at Fort Screven, Ga. Paschal was overcome by Duster and was himself about to drown, when Thomas McGrath, another soldier, swam out and rescued him. Ryan took Duster ashore.	Silver medal..	Nov. 16, 1906
Jesse J. Paschal.....	do.....	do.....	do.....	Do.
Thomas McGrath.....	do.....	do.....	do.....	Do.
Joseph H. Batts.....	Fireman, Niagara Falls, N. Y.	On June 5, 1906, saved, at great peril of his life, an insane man named Amos Schweitzer from going over the falls. Schweitzer had waded out to within 15 feet of the precipice. His rescuers secured him by creeping along a ladder extended over the water.	Gold medal...	Dec. 1, 1906
Thomas Conroy.....	do.....	do.....	do.....	Do.
James Collins.....	Metropolitan police, New York City.	On June 15, 1904, Collins and a fellow-officer, Hubert C. Farrell, went in a small boat to the burning steamer General Slocum and rescued 22 persons, at imminent risk of their lives.	do.....	Do.
Hubert C. Farrell.....	do.....	do.....	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
H. L. Bodden.....	Carpenter on revenue cutter Winona.	On Sept. 27, 1906, Bodden, in charge of a boat's crew from the "Winona," rescued 5 persons from the schooner Hy Zollinger, disabled by a hurricane and in danger of being wrecked at the mouth of the Pascagoula River, Miss.	Silver medal..	Mar. 9, 1907
C. Petersen.....	Master-at-arms revenue cutter Winona.	On Sept. 27, 1906, a hurricane wrecked the East Pascagoula River light station, leaving only 2 walls and the tower standing. Petersen and a shipmate went to the wrecked structure in a boat and rescued the keeper and his family.	do.....	Do.
P. Petersen.....	Quartermaster on revenue cutter Winona.	do.....	do.....	Do.
John W. Smith.....	Block Island, R. I.	On Feb. 12, 1907, put to sea in schooner Elsie and picked up 8 survivors of the steamer Larchmont, which had sunk the day previously in Block Island Sound in collision with the schooner Harry P. Knowlton.	do.....	Mar. 18, 1907
G. Elwood Smith.....	do.....	do.....	do.....	Do.
Albert W. Smith.....	do.....	do.....	do.....	Do.
Harry L. Smith.....	do.....	do.....	do.....	Do.
Louis E. Smith.....	do.....	do.....	do.....	Do.
Earl A. Smith.....	do.....	do.....	do.....	Do.
Jeremiah M. Littlefield.....	do.....	do.....	do.....	Do.
Edgar Littlefield.....	do.....	do.....	do.....	Do.
Laurance Angel.....	First Lieutenant Porto Rico Provisional Regiment of Infantry.	On Sept. 20, 1906, swam 500 yards from Fort El Moro, Porto Rico, and, at great risk of his life, supported an exhausted man until the arrival of a launch.	Gold medal..	Mar. 21, 1907
Charles W. Jordan	First assistant keeper, Boston light station.	In the early morning of Mar. 20, 1906, rescued 6 men, crew of the schooner C. C. Lane, stranded on Little Brewster Island, Boston Harbor.	Silver medal..	Do.
Henry C. Towle.....	Second assistant, Boston light station.	do.....	do.....	Do.
William C. Malcolm....	Private in Eighth U. S. Infantry.	On June 4, 1906, swam to the assistance of Lieut. W. C. Whitener, Eighth Infantry, who was in danger of drowning in the Strait of Iloilo, P. I., and supported him until a boat from the shore picked both men up. The act of Private Malcolm was one of extreme bravery.	Gold medal...	Mar. 27, 1907
Lawrence W. McMaster.	Chicago, Ill.....	On Sept. 2, 1905, with his yacht Delight, rescued 6 persons from the yacht San Toy, capsized in Lake Michigan, several miles off Michigan City, Ind., during a storm.	Silver medal..	Do.
André Menou.....	Marseillan, France.	On Nov. 8, 1877, rescued part of the crew of the American bark Ellen Stevens, wrecked on the Mediterranean coast of France, between Cete and Agde.	do.....	June 22, 1907

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Peter F. Murphy.....	Harbor police, New York City.	On July 19, 1905, plunged into the Harlem River at the foot of East One hundred and twenty-second street, New York City, and swam out 100 feet to the rescue of a drowning boy bather. Owing to the lad's frantic struggles Murphy was in great danger of losing his own life, when a fellow officer swam to his assistance.	Silver medal..	Aug. 22, 1907
Friederich von Abendroth.	First lieutenant, Imperial German Navy.	On January 10, 1907, in the harbor of New Orleans, La., bravely leaped from the German schoolship Stein, and swam to the rescue of an apprentice seaman who had fallen overboard from said vessel.	do.....	Sept. 5, 1907
Heinrich Ancker.....	Midshipman, Imperial German Navy.	do.....	do.....	Do.
Cyrus E. Mead.....	Dayton, Ohio.....	On July 27, 1907, at Point Lookout, Saginaw Bay, Lake Huron, with great courage and presence of mind, plunged fully dressed into 10 feet of water, dived to the bottom and brought to the surface a 4-year-old child that had fallen through an opening in a dock. Mead also helped to resuscitate the child.	do.....	Oct. 18, 1907
Joseph M. McNierney..	Metropolitan police, New York City.	On May 22, 1903, jumped into the East River at the foot of East Sixty-fifth street, New York City, swam out 100 feet and brought to safety a 7-year-old boy who had fallen from a dock. To get hold of the lad McNierney had to dive repeatedly, in which performance he seriously injured himself from contact with submerged rocks.	do.....	Dec. 6, 1907
Richard J. Naughton...	Boatswain's mate, first class, U.S.S. St. Louis.	On March 18, 1907, while the U. S. S. St. Louis was lying at anchor in Lynnhaven Roads, Virginia, Naughton swam from a nearby cutter to the rescue of a seaman who had fallen overboard from the vessel named, and supported him until both were taken from the water by means of a line. The seaman was unable to swim.	do.....	Jan. 14, 1908
Ole Hammerstad.....	Seaman, revenue cutter Windom.	On March 29, 1907, at great risk of his life, jumped overboard from the Windom, at Galveston, Tex., and supported a drowning man until assistance arrived. The rescued man was a fireman on the British steamer Jura.	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Harry G. Skinner, jr. . .	Baltimore, Maryland.	On July 21, 1907, plunged into the water at Ocean City, Md., swam out through the breakers 300 yards or more, and, with the assistance of his brother, brought a drowning woman ashore.	Silver medal . .	Jan. 14, 1908
William Howard Skinner.	do	do	do	Do.
Anton Valent.	Gunner's mate, first class, U. S. S. Worden.	On April 15, 1907, for bravely assisting in the rescue of a chief machinist's mate who had jumped overboard from the U. S. S. Whipple while the ship was under way off Cape Hatteras. Valent leaped from a boat on its way to the rescue, swam on ahead, secured the drowning man as he was going down, and supported him until the arrival of his shipmates. The sea was very rough at the time.	do	Do.
George James.	Seaman, revenue cutter Mohawk.	On January 4, 1908, a coxswain attached to the Mohawk fell overboard while the vessel was lying off Tompkinsville, N. Y., and was carried seaward by a strong ebb tide. A rescuing launch from the Mohawk had too much headway on coming up to the imperiled seaman and passed by. Seeing that the man was about to sink James, who was aboard the launch, sprang overboard, swam to him and kept him afloat until both were picked up by a dinghy that had also put off to the rescue.	do	Feb. 5, 1908
David M. Young.	Metropolitan police, New York City.	On July 24, 1906, jumped into the East River at the foot of Hamilton avenue, New York City, and supported a man who had fallen into the water in an attempt to jump from a steamer to a pier. The service was performed during the night time.	do	Mar. 5, 1908
James Ward.	Seaman, U. S. S. California.	On January 31, 1908, while the California was coaling from a lighter in Carquinez Straits, off Vallejo Junction, Cal., a seaman was knocked overboard by a bag of coal, falling between the two vessels. The tide carried him astern of the lighter, where he was seized by Ward, who had swam to the rescue. The imperiled seaman engaged Ward in a desperate struggle, but he nevertheless supported him until a launch came up. Unfortunately exhaustion compelled him to let go of his man, and the latter sunk before those in the launch could secure him.	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
George Williams.....	Boatswains' second-class, U. S. S. West Virginia.	On December 19, 1907, while the West Virginia was coaling from the naval collier Justin in San Francisco Bay, a seaman engaged in the work fell overboard between the two vessels. Williams lowered himself by a line from the collier, dropped into the water, got hold of the seaman, and swam with him to a line thrown him from aboard ship, by means of which both were hauled out. The vessels were anchored in a strong tide-way, and in the darkness there was great danger that the two men would be crushed between them.	Silver medal.	Mar. 5, 1908.
Edward S. Greene.....	Corporal, One hundred and eleventh Coast Artillery.	On August 4, 1906, while the U. S. Q. M. D. steamer General Timothy Pickering was going from Tampa, Fla., to Fort Dade, Fla., a private belonging to the One hundred and eleventh Artillery fell overboard. Although the vessel was going along at full speed Greene jumped into the water from the stern, swam back a hundred yards or more to the imperiled man, secured him, and struck out with him in the wake of the steamer, swimming 200 yards before the Pickering was able to swing around and pick both men up.	do.....	Apr. 14, 1908.
Michael F. Crosson.....	Oiler, U. S. S. New Jersey.	On August 12, 1907, about 3.30 a. m., the steamer Tennessee collided with the schooner Myronus in Long Island Sound in a fog, the impact of the collision throwing the captain of the schooner overboard. Crosson, who was a passenger on the Tennessee, dived headlong from the upper deck, and supported the endangered man until a boat came to his aid. Owing to the fog, the darkness, and the inability of the rescued man to swim, Crosson's performance was especially praiseworthy.	do.....	Do.
William Nevin.....	Private, Troop A, Thirteenth Cavalry, U. S. Army.	On August 7, 1907, while Nevin and a comrade were fishing from the pier at Fort Sheridan, Ill., a small boy playing near them fell into the lake. Nevin without hesitation leaped from the pier, got hold of the boy, by diving, and supported him until both were taken from the water.	do.....	Do.

WRECKS, COLLISIONS, AND OTHER CASUALTIES AT HOME AND ABROAD.

ABSTRACT OF RETURNS OF WRECKS AND OTHER CASUALTIES TO VESSELS WHICH HAVE OCCURRED ON AND NEAR THE COASTS AND ON THE RIVERS OF THE UNITED STATES, AND TO AMERICAN VESSELS AT SEA AND ON THE COASTS OF FOREIGN COUNTRIES, DURING THE FISCAL YEAR ENDING JUNE 30, 1908.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1907-1908.

The following is the thirty-fifth statement published in the annual reports of the Life-Saving Service with regard to wrecks and other casualties occurring on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries.

The statistics relating to disasters upon our own coasts are compiled from reports furnished by customs officers in compliance with the acts of June 20, 1874, and June 18, 1878.

Those relating to disasters to American shipping in foreign waters are derived from reports received from our consular officers abroad and through the courtesy of officers of foreign governments, an interchange of such information having been effected, through the Department of State, with a number of maritime nations.

In the preparation of the accompanying tables it has been found advisable, in order to facilitate reference, to make the following general divisions:

I. Disasters occurring on the Atlantic and Gulf coasts of the United States, embracing—

1. All casualties outside of, but in proximity to, the coast line;
2. All casualties occurring in the bays and harbors adjacent to the coasts named;
3. All casualties occurring in or near the mouths of rivers emptying into the ocean or Gulf.

II. Disasters occurring upon the Pacific coast of the United States, including those occurring in adjacent waters, as in the first division.

III. Disasters occurring on the Great Lakes, embracing—

1. All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, and Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;
2. All casualties occurring in rivers, straits, etc., connecting the several lakes named;

3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea and in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows:

1. *Foundering*s.—Embracing foundering caused by the leaking or capsizing of vessels, but not those resulting from collision, stranding, or striking sunken wrecks, piers, snags, or ice.

2. *Strandings*.—Embracing disasters caused by running aground, striking rocks, reefs, bars, or other natural objects, although the vessels may have foundered as a result of such casualties.

3. *Collisions*.—Embracing all collisions between vessels only.

4. *Other causes*.—Embracing disasters caused by various agencies, as follows:

Fire, irrespective of results; scuttling or any intentional damage to vessels; collisions with fields or quantities of ice, although vessels may be sunk thereby; striking on sunken wrecks, anchors, buoys, piers, or bridges; leakage (except when vessel foundered, or went ashore for safety); loss of masts, sails, boats, or any portion of vessels' equipments; capsizing, when vessels did not sink; damage to machinery; fouling of anchors; damage by lightning; explosion of boilers; breaking of wheels; also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDED JUNE 30, 1907.

Since the publication of the annual statement for the fiscal year ended June 30, 1907, information has been received of the occurrence of disasters during that year to 92 additional American vessels, involving the loss of 53 lives; also the loss of 42 lives from vessels suffering no other casualty.

Disasters to vessels and geographical divisions in which they occurred.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering s:						
Vessels.....	4			1		5
Tonnage.....	816			30		846
Passengers.....						
Crews.....	6			12		18
Lives lost.....						
Strandings :						
Vessels.....	6		4	1	5	16
Tonnage.....	366		14,598	2,677	15,778	33,419
Passengers.....				7	506	513
Crews.....	37		54	42	332	465
Lives lost.....					4	4
Collisions :						
Vessels.....	22	3	14	4	2	45
Tonnage.....	14,308	2,952	39,467	2,287	6,108	65,122
Passengers.....	1,113					1,113
Crews.....	476	66	235	48	14	839
Lives lost.....						

Disasters to vessels and geographical divisions in which they occurred—Continued.

Nature of disaster, etc.	Atlantic and Gulf coast's.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Other causes:						
Vessels.....	4	2	8	7	5	26
Tonnage.....	397	509	23,481	1,844	5,880	32,111
Passengers.....	2		5	20		27
Crews.....	24	33	134	126	100	417
Lives lost.....	1	1			48	49
Totals:						
Vessels.....	36	5	26	13	12	92
Tonnage.....	15,887	3,461	77,546	6,838	27,766	131,498
Passengers.....	1,115		5	27	506	1,653
Crews.....	543	99	423	228	446	1,739
Lives lost.....		1			52	53
Vessels totally lost:						
Vessels.....	10		1	2	4	17
Tonnage.....	1,210		42	332	8,290	9,874
Passengers.....	1					1
Crews.....	7		4	11	73	95
Lives lost.....					4	4
Vessels damaged:						
Vessels.....	26	5	25	11	8	75
Tonnage.....	14,677	3,461	77,504	6,506	19,476	121,624
Passengers.....	1,114		5	27	506	1,652
Crews.....	536	99	419	217	373	1,644
Lives lost.....		1			48	49
Vessels not damaged:						
Vessels.....	15	3	1	15	4	38
Tonnage.....	4,515	440	73	3,265	13,048	21,341
Passengers.....	321		35	120	117	593
Crews.....	179	29	4	314	185	711
Lives lost.....	17	3	1	17	4	42
Aggregate:						
Vessels.....	51	8	27	28	16	130
Tonnage.....	20,402	3,901	77,619	10,103	40,814	152,839
Passengers.....	1,436		40	147	623	2,246
Crews.....	722	128	427	542	631	2,450
Lives lost.....	17	4	1	17	56	95

Of the 95 persons lost, as shown in the preceding table, 28 were aboard the ship *Arthur Sewall* and 18 aboard the bark *Adolph Obrig*. The first-named vessel left Philadelphia March 10, 1907, en route to Seattle, Wash., and the second sailed from New York April 10, 1907, for San Francisco. Neither vessel reached its destination, and their fate is unknown. Two of the persons lost were run down by a steamer while in a rowboat; 2 went down with the schooner *Noal* in Shark River, Florida; 4 were lost from the bark *Prussia* when that vessel stranded in Flanders Bay, New York; 32 accidentally fell overboard from various vessels; 3 were washed overboard during gales; 1 jumped overboard; 1 fell from a vessel's rigging; 1 fell into a crank pit; 1 was capsized from a dory; 1 was scalded to death by the bursting of a boiler tube; and 1 was killed by the blowing out of a cylinder head.

As the figures contained in the foregoing table were not available in season for publication in the report for 1907, the general summary for that year is amended to include them, and reprinted as follows. This table will be found convenient for comparison with the corresponding table in previous reports.

Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ended June 30, 1907.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels.....	68	7	13	24	23	135
Tonnage of vessels totally lost.....	13,262	223	2,775	847	12,435	29,542
Tonnage of vessels damaged.....	2,799	3,284	398	815		7,296
Value of vessels.....dollars..	374,550	163,600	72,900	167,450	372,085	1,150,585
Value of cargoes.....do.....	90,875	46,200	29,935	44,060	133,325	344,395
Loss to vessels.....do.....	256,350	19,400	59,500	78,320	372,085	785,655
Loss to cargoes.....do.....	68,420	26,650	4,480	15,760	133,325	248,635
Insurance on vessels.....do.....	156,500	105,000	10,000	22,500	143,520	437,520
Insurance on cargoes.....do.....	50,445	5,000	21,500	36,000	37,815	150,760
Laden.....do.....	39	4	9	6	19	77
Ballast.....do.....	29	3	4	18	4	58
Unknown whether laden or not.....						
Wrecks involving total loss.....	42	3	11	14	23	93
Casualties involving partial and unknown damage.....	26	4	2	10		42
Number of passengers.....	77	1	1	3		82
Number in crews.....	244	26	71	173	136	650
Total on board.....	321	27	72	176	136	732
Number of lives lost.....	54		17	5	45	121
STRANDINGS.						
Number of vessels.....	240	53	127	21	50	491
Tonnage of vessels totally lost.....	39,653	9,293	17,458	1,606	38,282	106,292
Tonnage of vessels damaged.....	59,525	36,624	291,220	11,097	42,216	440,682
Value of vessels.....dollars..	3,789,915	5,100,600	15,379,000	871,700	7,907,900	33,049,115
Value of cargoes.....do.....	1,085,210	673,670	3,322,805	420,755	2,852,795	8,355,235
Loss to vessels.....do.....	1,449,465	1,535,995	1,012,035	88,830	3,492,510	7,578,835
Loss to cargoes.....do.....	301,935	325,000	171,765	48,350	520,780	1,367,830
Insurance on vessels.....do.....	1,202,550	3,360,310	10,231,300	482,000	7,069,305	22,345,465
Insurance on cargoes.....do.....	303,800	51,500	1,298,780	335,975	142,395	2,132,450
Laden.....do.....	131	31	99	14	36	311
Ballast.....do.....	109	22	28	7	14	180
Unknown whether laden or not.....						
Wrecks involving total loss.....	128	25	24	6	31	214
Casualties involving partial and unknown damage.....	112	28	103	15	19	277
Number of passengers.....	74	1,544	684	390	1,004	3,496
Number in crews.....	1,702	1,391	2,151	309	1,473	7,026
Total on board.....	1,776	2,735	2,835	699	2,477	10,522
Number of lives lost.....	52	6	4		12	74
COLLISIONS.						
Number of vessels.....	252	65	148	48	33	546
Tonnage of vessels totally lost.....	6,881	189	3,000	2,182	3,088	15,340
Tonnage of vessels damaged.....	272,671	61,921	418,548	38,947	51,822	843,909
Value of vessels.....dollars..	17,309,330	2,785,680	21,869,800	2,912,120	2,170,000	47,046,930
Value of cargoes.....do.....	2,712,770	668,180	4,137,415	950,210	341,865	8,810,440
Loss to vessels.....do.....	995,730	113,760	512,820	473,200	193,265	2,288,775
Loss to cargoes.....do.....	93,090	25	133,675	316,500	19,340	562,630
Insurance on vessels.....do.....	10,040,710	1,057,950	14,970,310	681,000	1,391,620	28,141,590
Insurance on cargoes.....do.....	2,005,415	303,000	2,045,305	602,720	223,960	5,180,400
Laden.....do.....	92	30	97	16	19	254
Ballast.....do.....	114	25	38	17	3	197
Unknown whether laden or not.....	46	10	13	15	11	95
Wrecks involving total loss.....	19	4	5	1	4	33
Casualties involving partial and unknown damage.....	233	61	143	47	29	513
Number of passengers.....	6,595	1,476	54	392	196	8,713
Number in crews.....	3,311	823	2,463	637	481	7,715
Total on board.....	9,906	2,299	2,517	1,029	677	16,428
Number of lives lost.....	185	45	2	2	1	235
OTHER CAUSES.						
Number of vessels.....	127	36	127	92	116	498
Tonnage of vessels totally lost.....	5,889	1,768	5,344	3,928	17,539	34,468
Tonnage of vessels damaged.....	51,171	29,076	257,496	24,103	133,200	495,046
Value of vessels.....dollars..	5,609,205	1,996,900	14,186,350	2,575,785	11,572,100	35,940,340
Value of cargoes.....do.....	976,585	139,945	2,339,760	412,665	3,411,735	7,280,590
Loss to vessels.....do.....	460,970	264,670	721,845	582,610	1,035,990	3,065,995
Loss to cargoes.....do.....	228,730	12,580	86,775	102,635	452,295	883,015
Insurance on vessels.....do.....	3,538,335	1,018,000	10,396,580	1,058,715	6,239,450	22,251,080
Insurance on cargoes.....do.....	330,050	2,600	573,640	299,880	1,134,250	2,340,400
Laden.....do.....	50	19	84	28	106	287
Ballast.....do.....	77	17	43	64	10	211
Unknown whether laden or not.....						
Wrecks involving total loss.....	26	9	15	31	26	107
Casualties involving partial and unknown damage.....	101	27	112	61	90	391

Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ended June 30, 1907—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
OTHER CAUSES—continued.						
Number of passengers.....	1,489	526	258	925	538	3,736
Number in crews.....	1,288	694	2,070	1,494	2,196	7,742
Total on board.....	2,777	1,220	2,328	2,419	2,734	11,478
Number of lives lost.....	42	10	9	17	116	194
RECAPITULATION.						
Number of vessels.....	687	161	415	185	222	1,670
Tonnage of vessels totally lost.....	65,685	11,473	28,577	8,563	71,344	185,642
Tonnage of vessels damaged.....	386,166	130,905	967,662	74,962	227,238	1,786,933
Aggregate tonnage.....	451,851	142,378	996,239	83,525	298,582	1,972,575
Laden.....	312	84	289	64	180	929
Ballast.....	329	67	113	106	31	646
Unknown whether laden or not.....	46	10	13	15	11	95
Wrecks involving total loss.....	215	41	55	52	84	447
Casualties involving partial and unknown damage.....	472	120	360	133	138	1,223
Number of passengers.....	8,235	3,347	997	1,710	1,738	16,027
Number in crews.....	6,545	2,934	6,755	2,613	4,286	23,133
Total on board.....	14,780	6,281	7,752	4,323	6,024	39,160
Number of lives lost ^a	333	61	32	24	174	624
Value of vessels.....dollars..	27,083,000	10,046,780	51,508,050	6,527,055	22,022,085	117,186,970
Value of cargoes.....do....	4,865,440	1,527,995	9,829,915	1,827,590	6,739,720	24,790,660
Aggregate value (vessels and cargoes).....dollars..	31,948,440	11,574,775	61,337,965	8,354,645	28,761,805	141,977,630
Losses to vessels.....do....	3,162,515	1,933,825	2,306,200	1,222,960	5,093,760	13,719,260
Losses to cargoes.....do....	692,175	364,255	396,695	483,245	1,125,740	3,062,110
Aggregate losses (vessels and cargoes).....dollars..	3,854,690	2,298,080	2,702,895	1,706,205	6,219,500	16,781,370
Insurance on vessels.....do....	14,938,095	5,541,260	35,608,190	2,244,215	14,843,895	73,175,655
Insurance on cargoes.....do....	2,689,710	362,100	3,939,225	1,274,555	1,538,420	9,804,010
Aggregate insurance (vessels and cargoes).....dollars..	17,627,805	5,903,360	39,547,415	3,518,770	16,382,315	82,979,665

^a In addition to the number of fatalities here reported, 276 lives were lost in cases where no casualty occurred to the vessels, making the total number of lives lost 900.

COMPARATIVE STATEMENT.

The following table shows, by the five classifications mentioned under the explanatory remarks on page 341, the total number of vessels that sustained casualties during the fiscal years 1906-7 and 1907-8, the total value of such vessels and their cargoes, the total losses to both, the total tonnage involved, and the tonnage of the vessels totally lost, together with the percentage of increase or decrease for the last-mentioned year:

	1906-7.	1907-8.	Increase (+), decrease (-).
Number of vessels involved:			
Atlantic and Gulf coasts.....	651	546	-16.13
Pacific coast.....	156	137	-12.18
Great Lakes.....	389	315	-19.02
Rivers.....	172	137	-20.35
At sea and in foreign waters.....	210	132	-37.14
Aggregate.....	1,578	1,267	-19.71

	1906-7.	1907-8.	Increase (+), decrease (-).
Value of vessels and cargoes:			
Atlantic and Gulf coasts.....	29,191,305	38,500,885	+ 31.89
Pacific coast.....	11,131,175	11,862,815	+ 6.57
Great Lakes.....	56,053,715	48,431,955	- 13.60
Rivers.....	7,632,645	5,484,820	- 28.14
At sea and in foreign waters.....	23,606,845	22,272,575	- 5.65
Aggregate.....	127,615,685	126,553,050	- .83
Losses to vessels and cargoes:			
Atlantic and Gulf coasts.....	3,603,990	3,701,935	+ 2.72
Pacific coast.....	2,286,220	2,341,135	+ 2.40
Great Lakes.....	2,583,155	2,257,120	+ 12.62
Rivers.....	1,644,765	670,225	- 59.25
At sea and in foreign waters.....	5,415,280	2,166,030	- 60.00
Aggregate.....	15,533,410	11,136,445	- 28.31
Tonnage of vessels involved:			
Atlantic and Gulf coasts.....	435,964	484,637	+ 11.17
Pacific coast.....	138,917	118,375	- 14.79
Great Lakes.....	918,693	742,108	- 19.22
Rivers.....	76,687	60,855	- 20.65
At sea and in foreign waters.....	270,816	214,888	- 20.65
Aggregate.....	1,841,077	1,620,863	- 11.96
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts.....	64,475	46,444	- 27.97
Pacific coast.....	11,473	23,672	+106.33
Great Lakes.....	28,535	19,113	- 33.02
Rivers.....	8,231	4,354	- 47.12
At sea and in foreign waters.....	63,054	32,248	- 48.85
Aggregate.....	175,768	125,831	- 28.41

On the 30th of June, 1908, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States was 24,679, with a total tonnage of 7,282,976. Of this number 1,215 vessels, having a total tonnage of 1,325,987, met with casualties during the year, being 4.93 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels and barges registered, enrolled, and licensed belonging to the United States on June 30, 1908, the number of each class which met with disaster during the year, and the ratio of casualties to the number of vessels:

Classification.	Number of vessels be- longing to the United States.	Number of casual- ties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	10,926	696	1 to 15.70
Sailing vessels.....	10,300	421	1 to 24.47
Barges.....	3,453	98	1 to 35.24
Total.....	24,679	1,215	1 to 20.31

During the year 447 vessels were reported as having met with collisions, but as 2 vessels were engaged in each collision (though in a few instances 3 or more collided with each other in gales, etc.) the actual number of casualties of this nature was a little less than one-half that number.

Forty-seven foreign vessels, having an aggregate tonnage of 153,630, were involved in disaster in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported, 5 others collided with American vessels at sea, involving a tonnage of 15,415.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 243 persons perished by drowning, or by accident on board, out of crews employed on 209 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls, or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by falling or swinging spars, tackle, etc. These vessels are not included in any of the tables except Nos. 64 and 65.

The following exhibit shows the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties for the last thirty-three fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ^a	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,553	18,134	878	1 to 20.65	1 to 1.77
1876-77.....	1,547	22,307	826	1 to 27.00	1 to 1.87
1877-78.....	1,483	21,531	644	1 to 33.43	1 to 2.30
1878-79.....	1,545	23,353	730	1 to 31.99	1 to 2.12
1879-80.....	1,624	26,491	409	1 to 56.48	1 to 3.46
1880-81.....	1,528	24,286	623	1 to 38.98	1 to 2.45
1881-82.....	1,514	25,712	502	1 to 51.22	1 to 3.02
1882-83.....	1,416	25,197	539	1 to 46.75	1 to 2.63
1883-84.....	1,647	26,561	807	1 to 32.91	1 to 2.04
1884-85.....	1,407	29,584	335	1 to 88.31	1 to 4.20
1885-86.....	1,650	25,680	576	1 to 44.58	1 to 2.86
1886-87.....	1,494	23,992	529	1 to 45.35	1 to 2.82
1887-88.....	1,461	22,717	538	1 to 42.22	1 to 2.72
1888-89.....	1,468	25,097	638	1 to 39.34	1 to 2.30
1889-90.....	1,419	28,331	548	1 to 51.70	1 to 2.59
1890-91.....	1,431	33,734	447	1 to 75.64	1 to 3.20
1891-92.....	1,496	23,924	646	1 to 37.03	1 to 2.32
1892-93.....	1,421	26,059	397	1 to 65.64	1 to 3.58
1893-94.....	1,551	31,687	664	1 to 47.72	1 to 2.33
1894-95.....	1,437	27,233	689	1 to 39.53	1 to 2.09
1895-96.....	1,311	25,454	322	1 to 79.05	1 to 4.07
1896-97.....	1,149	20,712	299	1 to 69.27	1 to 3.84
1897-98.....	1,191	28,562	743	1 to 38.44	1 to 1.60
1898-99.....	1,574	29,940	742	1 to 40.35	1 to 2.12
1899-1900.....	1,234	26,978	252	1 to 107.05	1 to 4.90
1900-1901.....	1,265	32,300	437	1 to 73.91	1 to 2.89
1901-2.....	1,306	29,937	526	1 to 56.10	1 to 2.49
1902-3.....	1,172	28,387	351	1 to 80.87	1 to 3.34
1903-4.....	1,182	33,577	1,454	1 to 23.08	1 to .81
1904-5.....	1,209	31,890	267	1 to 119.43	1 to 4.53
1905-6.....	1,250	30,464	499	1 to 61.05	1 to 2.51
1906-7.....	1,578	35,768	571	1 to 62.64	1 to 2.77
1907-8.....	1,267	36,384	357	1 to 101.92	1 to 3.55

^a This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the foregoing, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ^a	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,139	13,487	501	1 to 26.92	1 to 2.27
1876-77.....	1,023	15,977	278	1 to 57.47	1 to 3.68
1877-78.....	1,083	16,785	403	1 to 41.65	1 to 2.69
1878-79.....	1,044	16,245	222	1 to 73.18	1 to 4.70
1879-80.....	1,265	21,691	170	1 to 127.59	1 to 7.44
1880-81.....	1,171	19,713	272	1 to 72.47	1 to 4.31
1881-82.....	1,203	20,495	241	1 to 85.04	1 to 4.99
1882-83.....	1,090	20,623	328	1 to 62.88	1 to 3.32
1883-84.....	1,246	20,364	327	1 to 62.28	1 to 3.81
1884-85.....	1,066	24,302	107	1 to 227.12	1 to 9.96
1885-86.....	1,269	21,076	266	1 to 79.23	1 to 4.77
1886-87.....	1,196	20,538	302	1 to 68.00	1 to 3.96
1887-88.....	1,175	18,635	235	1 to 79.30	1 to 5.00
1888-89.....	1,158	19,792	253	1 to 78.23	1 to 4.58
1889-90.....	1,176	25,261	269	1 to 93.91	1 to 4.37
1890-91.....	1,205	30,181	343	1 to 88.25	1 to 3.51
1891-92.....	1,231	19,676	197	1 to 99.88	1 to 6.25
1892-93.....	1,177	21,653	203	1 to 106.67	1 to 5.80
1893-94.....	1,271	27,152	379	1 to 71.64	1 to 3.35
1894-95.....	1,150	21,787	197	1 to 110.59	1 to 5.84
1895-96.....	1,076	21,439	145	1 to 147.86	1 to 7.42
1896-97.....	943	17,005	120	1 to 141.71	1 to 7.86
1897-98.....	1,000	24,285	227	1 to 106.98	1 to 4.40
1898-99.....	1,365	25,323	472	1 to 53.65	1 to 2.89
1899-1900.....	1,052	21,735	151	1 to 143.94	1 to 6.96
1900-1901.....	1,077	25,419	274	1 to 92.77	1 to 3.93
1901-2.....	1,129	25,569	335	1 to 76.32	1 to 3.37
1902-3.....	1,023	25,459	215	1 to 118.41	1 to 4.76
1903-4.....	1,016	27,120	1,281	1 to 21.17	1 to .79
1904-5.....	1,048	26,209	119	1 to 22.04	1 to 8.81
1905-6.....	1,099	25,711	240	1 to 107.13	1 to 4.58
1906-7.....	1,368	30,396	449	1 to 67.69	1 to 3.05
1907-8.....	1,135	29,911	226	1 to 132.35	1 to 5.03

^a This number is exclusive of lives lost where vessels suffered no damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1908.

ATLANTIC AND GULF COASTS.

TABLE 1.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing the number and value of vessels and cargoes and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Value.		Number.	Value.		
July.....	52	\$5,964,510	7	27	\$969,350	4	7
August.....	35	2,554,545	3	13	528,560	2	3
September.....	33	1,065,695	4	20	405,470	1	2
October.....	52	2,749,100	6	26	595,930	.....	5
November.....	63	3,431,800	1	37	1,062,705	.....	1
December.....	61	2,313,600	3	30	191,470	1	3
January.....	56	3,505,030	4	31	656,280	1	4
February.....	48	2,163,435	2	33	530,105	1	2
March.....	20	2,846,005	2	12	717,570	.....	2
April.....	37	2,382,215	3	18	554,075	3	3
May.....	33	1,654,700	1	22	450,785	1	1
June.....	18	924,050	2	9	283,900	.....	2
Total.....	508	31,554,685	38	278	6,946,200	14	35

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	48	\$401,710	.....	11	10	\$67,695	.....	28
August.....	30	154,870	.....	8	5	17,935	.....	13
September.....	29	102,125	.....	8	10	22,330	.....	13
October.....	49	204,205	.....	9	14	102,490	.....	17
November.....	60	556,780	.....	4	20	52,655	.....	18
December.....	57	322,370	.....	7	23	54,550	.....	11
January.....	52	330,495	.....	8	14	41,780	.....	22
February.....	45	350,250	.....	5	20	57,695	.....	16
March.....	18	144,535	.....	4	4	7,050	.....	10
April.....	35	284,765	.....	5	14	219,875	.....	10
May.....	30	102,875	.....	4	12	11,925	.....	12
June.....	16	57,175	.....	4	3	33,800	.....	8
Total.....	469	3,012,155	.....	77	149	689,780	.....	178

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

TABLE 2.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also, their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	12	36	8	3	59	2,887	69,939	1,076	1,166	3
August.....	7	23	2	6	38	1,272	34,388	1,767	448	10
September.....	13	16	5	3	37	2,896	16,450	104	280	.....
October.....	17	32	7	2	58	5,809	37,413	251	510	7
November.....	25	35	1	3	64	5,352	33,510	292	705	3
December.....	27	30	3	4	64	6,561	64,318	747	536	6
January.....	16	36	4	4	60	6,607	60,813	62	602	17
February.....	17	28	2	3	50	6,905	31,340	156	420	3
March.....	4	14	3	1	22	1,784	22,055	732	533	1
April.....	12	23	4	1	40	4,968	36,391	198	485	1
May.....	14	16	3	1	34	1,237	21,130	594	422	.....
June.....	3	13	2	2	20	166	10,446	136	178	2
Total.....	167	302	44	33	546	46,444	438,193	6,115	6,285	53

TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	25	\$3,519,250	14	\$628,460	\$4,147,710	23	8	11	16	21
August.....	16	1,266,000	3	405,780	1,671,780	11	4	11	11	20
September.....	17	433,705	5	287,380	726,085	13	10	7	8	14
October.....	26	1,434,345	9	360,845	1,795,190	19	5	13	17	27
November.....	23	2,650,370	15	732,555	3,382,925	34	14	7	9	26
December.....	32	1,286,600	17	162,030	1,448,630	26	8	6	9	30
January.....	27	2,174,935	10	669,710	2,844,645	23	8	10	18	24
February.....	26	1,099,830	10	257,125	1,356,955	16	7	8	19	14
March.....	10	1,981,820	5	351,485	2,333,305	9	3	3	6	8
April.....	16	1,646,965	7	350,350	1,997,315	19	3	5	9	16
May.....	10	494,750	8	80,190	574,940	20	5	4	11	10
June.....	11	534,050	5	87,340	621,390	4	1	5	5	9
Total.....	239	18,527,620	108	4,373,250	22,900,870	217	81	90	138	219

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	4	1	2	9	6	10	6	5	.....	4	4	1	52
Stranded.....	11	7	12	17	23	18	19	9	16	20	5	185	
Collided.....	31	24	20	26	16	23	24	16	8	12	6	10	216
Bursting of steam pipes.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Capsized.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Damage to cargo.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc.....	.....	.....	1	1	.....	.....	5	1	.....	.....	.....	.....	8
Damage to machinery.....	2	.....	.....	1	.....	.....	.....	1	.....	.....	2	.....	6
Explosion of gasoline, gases, etc.....	1	.....	1	.....	.....	.....	1	.....	.....	1	.....	2	6
Fire.....	10	5	.....	2	8	6	2	2	4	6	2	.....	47
Involved in ice.....	.....	.....	.....	.....	.....	.....	2	4	.....	.....	.....	.....	6
Struck by lightning.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck bridge, pier, wreck, or other obstruction.....	.....	.....	.....	2	5	2	2	1	1	.....	.....	2	15
Water-logged.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total.....	59	38	37	58	64	64	60	50	22	40	34	20	546

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....		11			11
Darkness.....		4			4
Fog.....		34			34
Gales, hurricanes, etc.....	22	69	12		103
Heavy seas.....	4	7			11
Snowstorms.....		3			3
Total of Class 1.....	26	128	12		166
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective charts.....		3			3
Error in compass.....		1			1
Total of Class 2.....		4			4
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew.....		17			17
Error of pilots.....		4			4
Total of Class 3.....		21			21
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			4		4
Total of Class 4.....			4		4
Class 5.—Other causes:					
Absence of lights or buoys.....		2			2
Bursting steam pipes.....			1		1
Capized.....	1				1
Explosion of gasoline, gases, etc.....			7		7
Fire.....			46		46
Ice.....			6		6
Lightning.....			1		1
Missed stays.....		8			8
Sprung a leak.....	24	5	1		30
Struck bridge, pier, wreck, or other obstruction.....			15		15
Struck rock.....		6			6
Water-logged.....		1			1
Miscellaneous.....	1	8			9
Unknown.....		2			2
Total of Class 5.....	26	32	77		135
Aggregate.....	52	185	93		330

TABLE 6.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	1			6	6			2				1	16
Bad management.....	1	1				1							3
Carelessness.....			1										1
Error in judgment.....	3	1								1			5
Error of pilots.....							1						1
Fault of other vessel.....	5	6	8	5	4	10	3	2	3		1	3	56
Fault of tug towing.....	1	3	2	2	1	2	2			3		1	13
Fog.....	6	7	2		2	2	2	2	2	3	4	2	32
High baffling winds.....				5	2	2	4	3					16
Misunderstanding of signals.....	3	2	2				4	2				1	14
Missed stays.....						2							2
Tides, currents, etc.....		2	3	2			1			3			11
Unavoidable.....	3		1			2		2	1				9
Want of proper lights.....	2							2					4
Miscellaneous.....							1						1
Unknown.....	6	2	3	6	1	4	8	1	2	2	1	2	38
Total.....	31	24	20	26	16	23	24	16	8	12	6	10	216

TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	14	2	3	9	2	18	6	10	....	4	2	4	74
Barks.....	....	....	....	....	1	1	....	1	....	....	....	....	3
Barkentines.....	....	....	1	1	2	....	....	....	....	....	....	....	4
Brigs.....	....	....	1	1	1	....	....	....	....	....	....	....	3
Brigantines.....	....	1	....	....	1	1	....	....	....	....	....	....	3
Ferryboats.....	....	1	....	5	1	....	1	1	1	2	....	1	13
Schooners.....	17	14	20	21	26	22	28	22	11	15	17	7	220
Scows.....	1	....	1	....	....	1	....	1	1	....	....	....	5
Ship.....	....	....	....	....	....	....	....	....	....	1	....	....	1
Sloops.....	2	1	....	2	3	....	....	3	....	....	....	....	15
Steamers.....	24	18	11	18	25	20	25	12	9	16	13	4	195
Steam canal boat.....	1	....	....	....	....	....	....	....	....	....	....	....	1
Steam yachts.....	....	1	1	1	2	....	....	....	....	....	....	....	7
Yachts.....	....	....	....	....	....	....	....	....	....	1	....	2	3
Total.....	59	38	37	58	64	64	60	50	22	40	34	20	546

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing nationality and description, and distinguishing those totally lost and those damaged.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
British barkentine.....	....	....	1	....	....	....	....	....	....	1	....	....	....	....
British brigantines.....	....	....	....	....	....	....	....	....	....	1	....	....	....	....
British schooners.....	1	....	....	....	....	....	1	....	1	....	....	....	2	1
British steamers.....	3	....	2	....	1	....	....	....	....	1	....	....	....	....
Cuban steamer.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Danish steamer.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
French bark.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
German ship.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
German steamers.....	....	....	1	....	....	....	....	....	....	....	....	1	....	2
Italian barkentine.....	....	....	....	....	1	....	....	....	....	....	....	....	....	....
Norwegian steamers.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Total.....	4	....	1	3	1	1	....	1	1	3	....	2	2	3
Aggregate.....	4	....	4	....	2	....	1	....	4	....	2	....	5	....

Nationality and rig.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barkentine.....	....	....	....	....	....	....	....	....	....	....	1	....	1
British brigantines.....	....	....	....	....	....	....	1	....	....	....	1	....	2
British schooners.....	....	....	....	....	....	....	....	....	4	....	4	....	8
British steamers.....	1	1	1	....	2	....	1	....	2	12	14	....	14
Cuban steamer.....	....	1	....	....	....	....	....	....	....	1	1	....	1
Danish steamer.....	....	....	....	....	1	....	....	....	....	....	1	....	1
French bark.....	....	1	....	....	....	....	....	....	....	....	1	....	1
German ship.....	....	....	....	....	1	....	....	....	....	1	....	....	1
German steamers.....	....	....	....	....	....	....	....	....	....	4	....	....	4
Italian barkentine.....	....	....	....	....	....	....	....	....	1	....	1	....	1
Norwegian steamers.....	....	....	2	....	....	....	....	....	....	2	....	....	2
Total.....	1	3	1	2	1	3	1	2	....	9	27	....	36
Aggregate.....	4	....	3	....	4	....	3	....	....	36	....	....	....

TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ber.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	7	10	3	4	8	6	7	9	19	10	10	7	7	10
Over 100 and not exceeding 200 tons.....	3	7	2	4	2	2	1	6	2	3	4	6	1	4
Over 200 and not exceeding 300 tons.....	..	1	1	1	4	4	2	5	2	5	6	5	1	4
Over 300 and not exceeding 500 tons.....	..	2	3	1	2	3	4	2	7	4	9	4	3	3
Over 500 and not exceeding 700 tons.....	1	4	1	1	1	2	3	1	3	1	1	..	3	3
Over 700 and not exceeding 1,000 tons.....	..	4	..	7	..	2	1	1	2	3	..	..	5	5
Over 1,000 and not exceeding 1,500 tons.....	..	1	..	1	..	2	1	1	..	1	1	2	1	2
Over 1,500 and not exceeding 2,000 tons.....	1	2	2	2	..	2	1	1	..	2	..	2	1	2
Over 2,000 and not exceeding 2,500 tons.....	..	2	2	2	..	..	..	..	..	..	1	..	1	1
Over 2,500 and not exceeding 3,000 tons.....	..	4	..	2	..	1	..	1	..	1	..	..	..	6
Over 3,000 and not exceeding 3,500 tons.....	..	3	..	2	..	1	..	1	1	1	..	1	..	..
Over 3,500 and not exceeding 4,000 tons.....	..	1	..	..	..	..	..	1	..	..	..	..	..	..
Over 4,000 and not exceeding 4,500 tons.....	..	1	..	..	..	..	1	..	..	..	..	..	2	..
Over 4,500 and not exceeding 5,000 tons.....	..	1	..	..	..	..	..	..	2	..	1	..	..	..
Over 5,000 and not exceeding 6,000 tons.....	..	1	..	..	..	..	..	1	..	1	..	..	..	..
Over 6,000 tons.....	..	2	..	..	..	..	1	..	..	..	2	..	1	..
Unknown.....	..	3	..	..	..	1	..	3	..	1	..	1	..	2
Total.....	12	47	7	31	13	24	17	41	25	39	27	37	16	44
Aggregate.....	59		38		37		58		64		64		60	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	5	4	3	3	8	7	11	2	3	7	91	79	170
Over 100 and not exceeding 200 tons.....	1	2	..	1	..	1	1	2	..	1	17	39	56
Over 200 and not exceeding 300 tons.....	3	3	..	1	1	3	1	2	..	15	33	33	48
Over 300 and not exceeding 500 tons.....	5	7	..	1	1	4	1	5	..	1	21	47	68
Over 500 and not exceeding 700 tons.....	2	2	..	4	..	3	..	1	..	4	8	29	37
Over 700 and not exceeding 1,000 tons.....	..	4	..	1	..	1	..	2	..	2	4	28	32
Over 1,000 and not exceeding 1,500 tons.....	..	3	..	2	1	1	..	..	..	4	4	23	27
Over 1,500 and not exceeding 2,000 tons.....	..	..	1	1	..	2	..	1	..	..	4	17	21
Over 2,000 and not exceeding 2,500 tons.....	..	3	..	1	..	1	..	1	..	..	12	12	12
Over 2,500 and not exceeding 3,000 tons.....	1	2	..	1	1	1	3	..	1	2	23	25	25
Over 3,000 and not exceeding 3,500 tons.....	..	1	..	..	..	2	..	..	..	1	12	13	13
Over 3,500 and not exceeding 4,000 tons.....	..	1	..	..	..	..	1	..	..	..	4	4	4
Over 4,000 and not exceeding 4,500 tons.....	..	..	..	1	..	..	..	..	..	..	4	4	4
Over 4,500 and not exceeding 5,000 tons.....	..	..	..	1	..	1	..	..	..	..	6	6	6
Over 5,000 and not exceeding 6,000 tons.....	..	..	..	..	..	..	..	..	..	..	2	2	2
Over 6,000 tons.....	..	..	..	..	1	..	..	..	..	..	7	7	7
Unknown.....	..	1	..	1	..	..	..	..	1	..	14	14	14
Total.....	17	33	4	18	12	28	14	20	3	17	167	379	546
Aggregate.....	50		22		40		34		20		546		.....

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 2.

TABLE 10.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	7	12	7	10	8	13	16	11	5	4	3	2	98
Over 5 and not exceeding 10 years.....	11	9	4	6	9	13	10	15	1	6	2	3	93
Over 10 and not exceeding 15 years.....	10	3	2	4	3	5	3	1	5	3	3	1	45
Over 15 and not exceeding 20 years.....	8	3	7	5	5	9	9	4	3	8	4	1	66
Over 20 and not exceeding 25 years.....	6	3	2	8	9	2	6	4	3	3	7	2	53
Over 25 and not exceeding 30 years.....	7	1	2	7	8	4	6	3	5	3	3	3	51
Over 30 and not exceeding 35 years.....	3	3	3	6	4	6	3	4	2	3	3	2	39
Over 35 and not exceeding 40 years.....	2	3	2	3	5	6	5	2	1	4	3	3	36
Over 40 and not exceeding 45 years.....	2	4	1	1	4	4	3	1	1	3	4	2	26
Over 45 and not exceeding 50 years.....	1	1	3	3	3	1	1	1	1	1	2	1	11
Over 50 years.....	2	1	1	5	1	2	1	1	1	1	1	1	11
Unknown.....	2	2	4	1	1	1	2	1	1	1	1	1	17
Total.....	59	38	37	58	64	64	60	50	22	40	34	20	546

TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1908, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	21	20	14	27	26	30	24	14	8	16	10	9	219
Cement, plaster, sand, etc.....			2	2	2			2	1	1	2		12
Chemicals.....					1				1	1			2
Coal.....	7	4	9	11	8	18	12	17	2	3	5	2	98
Copper ore.....								1					1
Cotton, cotton seed, etc.....												1	1
Fertilizers.....	2	1	2	1	2	2	2		1	2	4		19
Fish, oysters, etc.....	1	1	2	1	1	2	1		1				8
Fruit, coffee, etc.....	1												2
Grain.....	1	1			1					1			2
Ice.....													1
Iron, iron ore, etc.....	3	2	1	4	5	6		6		2	4		33
Lumber.....	6	1		3	7		5	2	4	4	3	2	37
Merchandise (general).....	1	2		1			1			1	1		7
Naval stores.....	1												1
Petroleum.....	1												2
Provisions.....	1												2
Salt.....	1	2	1	1	3	1	2	2	1	1	2		17
Stone, brick, etc.....	1								1				3
Sugar.....	1												8
Wood.....	7	1	4	4	3		1	2		2			33
Miscellaneous.....	7	3	2	5	1	3	4	2	2	3	1	2	35
Unknown.....													
Total.....	59	38	37	58	64	64	60	50	22	40	34	20	546

TABLE 12.—Summary, Atlantic and Gulf coasts.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	52	8,575	4,341	12,916	41	11	....	31	21	15	171	186	16
Strandings.....	185	28,191	94,879	123,070	114	71	....	91	94	281	1,843	2,124	10
Vessels collided.....	216	4,126	265,499	269,625	99	82	35	21	195	4,560	2,808	7,368	22
Other causes.....	93	5,552	73,474	79,026	38	55	....	24	69	1,259	1,463	2,722	5
Total.....	546	46,444	438,193	484,637	292	219	35	167	379	6,115	6,285	12,400	53

^aIn this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Months.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	9	\$825,000	1	8	\$389,815		1
August.....	15	622,500		9	245,125		
September.....	18	1,287,500		8	124,900	1	
October.....	13	512,500	1	9	55,650		1
November.....	12	817,250		9	458,580		
December.....	9	375,000		4	65,990		
January.....	8	1,002,500	1	7	77,780		
February.....	5	119,600		5	47,550		
March.....	13	1,155,000		8	109,075		
April.....	9	557,500	1	3	35,500	1	
May.....	10	758,800	1	8	122,800		1
June.....	12	1,760,500		6	336,500	1	
Total.....	133	9,793,650	4	84	2,069,165	3	3

Months.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. ^a	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Num-ber.	Value.			Num-ber.	Value.		
July.....	9	\$359,000		1	5	\$189,850		4
August.....	13	100,450		2	8	179,850		5
September.....	15	175,500		3	4	22,400		1
October.....	12	226,650		2	6	5,750		7
November.....	12	128,545		2	2	170,800		4
December.....	9	59,800		1	1	12,000		3
January.....	8	24,400		1	3	16,010		4
February.....	5	36,600			4	12,550		1
March.....	11	450,475		2	6	53,190		2
April.....	8	11,200		1				4
May.....	9	65,640		2	1	5,500		8
June.....	11	34,825		1	2	150		5
Total.....	122	1,673,085		15	42	668,050		48

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also their tonnage, the number of persons on board, and the number of lives lost.*

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	1	8	1		10	2,721	6,247	346	263	80
August.....	6	7		2	15	2,121	7,099	224	319	2
September.....	6	9	2	1	18	3,680	12,510	141	315	1
October.....	3	8	1		14	2,908	6,599	16	161	
November.....	3	8			12	2,476	9,780	221	275	4
December.....	4	5			9	1,289	7,067	29	137	
January.....	1	5	1		9	179	12,445	50	226	10
February.....	2	3			5	1,580	1,710	62	86	8
March.....	6	5		2	13	3,851	7,302	487	306	2
April.....	1	5		1	9	20	4,888		118	
May.....	1	8	1	1	11	632	6,336	494	240	11
June.....	1	10		1	12	215	12,720	358	393	
Total.....	36	86	6	9	137	23,672	94,703	2,428	2,839	118

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	7	\$559,500	2	\$168,465	\$727,965	2	3	1	4	1
August.....	7	231,000	2	125,200	356,200	5	5	3	2	6
September.....	9	695,500	2	64,300	759,800	6	1	3	6	9
October.....	4	80,500	1	10,800	91,300	5	3	5	6	4
November.....	6	337,025	1	160,000	497,025	4	4	2	4	3
December.....	5	116,200	1	20,000	136,200	2	1	2	2	5
January.....	4	966,500	.....	.....	966,500	4	4	1	3	2
February.....	3	82,500	.....	.....	82,500	.....	3	2	2	.....
March.....	5	551,000	3	76,045	627,045	5	3	3	2	5
April.....	3	220,000	1	4,000	224,000	5	2	1	1	5
May.....	9	1,057,750	1	3,000	1,060,750	.....	5	2	3	2
June.....	7	985,500	.....	.....	985,500	3	4	2	3	5
Total.....	69	5,882,975	14	631,810	6,514,785	41	38	27	38	47

TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Stranded.....	3	6	9	7	7	4	3	3	7	3	1	3	56
Collided.....	6	2	6	4	2	.....	2	.....	6	.....	6	6	42
Capsized.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Damage to cargo.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, etc.....	.....	.....	1	1	1	.....	.....	.....	.....	1	.....	.....	4
Damage to machinery.....	.....	1	2	2	1	1	.....	1	.....	1	3	1	12
Fire.....	1	3	1	.....	2	2	1	.....	.....	1	.....	1	12
Ice.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Struck bridge, dock, obstruction, etc.....	.....	.....	.....	.....	.....	.....	2	1	.....	1	.....	.....	4
Miscellaneous.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total.....	10	15	18	14	12	9	9	5	13	9	11	12	137

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1908, distinguishing the cause of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Darkness.....	.....	2	.....	.....	2
Fog.....	.....	14	.....	.....	14
Gales, hurricanes, etc.....	1	12	3	.....	16
Heavy seas.....	.....	6	1	.....	7
Snowstorms.....	.....	1	.....	.....	1
Total of Class 1.....	1	35	4	.....	40
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart.....	.....	1	.....	.....	1
Error in chronometer.....	.....	1	.....	.....	1
Total of Class 2.....	.....	2	.....	.....	2
Class 3.—Causes connected with navigation and seamanship:					
Error of officers.....	.....	3	.....	.....	3
Error of pilots.....	.....	2	.....	.....	2
Total of Class 3.....	.....	5	.....	.....	5

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1908, distinguishing the cause of each disaster—Continued.*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery			11		11
Total of Class 4.			11		11
Class 5.—Other causes:					
Absence of buoy		1			1
Capized	1				1
Fire			12		12
Ice		1	1		2
Spring a leak	1	1	1		3
Struck bridge, rock, wharf, obstruction, etc.		3	5		8
Miscellaneous		8	2		10
Total of Class 5.	2	14	21		37
Aggregate	3	56	36		95

TABLE 18.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the number of vessels collided and distinguishing the cause of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	2		1						2		2	2	9
Bad management					1								1
Error in judgment				1									1
Fault of other vessel		1	3	2	1				2	2	1	2	14
Fog	2						2						4
High, baffling winds												2	2
Misunderstanding signals											2		2
Tides, currents, etc.	2								2		1		5
Unavoidable		1											1
Unknown			2	1									3
Total	6	2	6	4	2		2		6	2	6	6	42

TABLE 19.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barge			1										1
Barks		1			1				2				4
Barkentines		1		1			1						3
Ferryboats									2				2
Schooners	3	1	4	3	1	4	5	2	3	2		3	31
Ships		1			1	1		1			1		5
Sloops	1				1								2
Steamers	6	11	13	10	8	4	3	2	6	7	10	9	89
Total	10	15	18	14	12	9	9	5	13	9	11	12	137

TABLE 20.—Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1908, showing nationality and description and distinguishing those totally lost and those damaged.

Nationality and rig.	Septem-ber.		Octo-ber.		Febru-ary.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British schooner.....					1						1		1
British steamers.....			1	1			1				1	2	3
German ship.....							1				1		1
Norwegian steamer.....	1										1		1
Total.....	1		1	1	1		2				3	3	6
Aggregate.....	1		2		1		2				6		

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....			5	2	2	1	4	2	1	2			1	2
Over 100 and not exceeding 200 tons.....	1			3	2		1						1	1
Over 200 and not exceeding 300 tons.....			1	3			1							
Over 300 and not exceeding 500 tons.....	1		1	1	1		4		1		1			1
Over 500 and not exceeding 700 tons.....	5		1		1	1	1	1	3		1	1		
Over 700 and not exceeding 1,000 tons.....			2		2						1	1		1
Over 1,000 and not exceeding 1,500 tons.....	1				1				1					1
Over 1,500 and not exceeding 2,000 tons.....	1		1	1					1			1		1
Over 2,000 and not exceeding 2,500 tons.....					2									
Over 2,500 and not exceeding 3,000 tons.....	1		1	1					1					
Over 3,000 and not exceeding 3,500 tons.....												1		
Over 3,500 and not exceeding 4,000 tons.....					1		1		1					
Over 4,000 and not exceeding 4,500 tons.....							1							
Over 4,500 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....														1
Over 6,000 tons.....														1
Unknown.....														
Total.....	1	9	6	9	6	12	3	11	4	8	4	5	1	8
Aggregate.....	10		15		18		14		12		9		9	

TABLE 21.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the tonnage and distinguishing the number of those totally lost and those damaged—Continued.*

Burden of vessels.	Febru- ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	1	3	1	2	1	2	1	2	15	15	30		
Over 100 and not exceeding 200 tons.....			1	2		1		1	3	8	11		
Over 200 and not exceeding 300 tons.....	2							1	3	6	9		
Over 300 and not exceeding 500 tons.....		1		1		1		2	1	16	18		
Over 500 and not exceeding 700 tons.....				1		1		1	1	16	20		
Over 700 and not exceeding 1,000 tons.....			2			2		1	1	11	12		
Over 1,000 and not exceeding 1,500 tons.....	1	1	2	1					1	8	9		
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1					4	4	8		
Over 2,000 and not exceeding 2,500 tons.....			1	1			1		3	7	7		
Over 2,500 and not exceeding 3,000 tons.....									2	2	4		
Over 3,000 and not exceeding 3,500 tons.....									1	1	1		
Over 3,500 and not exceeding 4,000 tons.....								1		4	4		
Over 4,000 and not exceeding 4,500 tons.....									1		1		
Over 4,500 and not exceeding 5,000 tons.....													
Over 5,000 and not exceeding 6,000 tons.....													
Over 6,000 tons.....										1	1		
Unknown.....							1			2	2		
Total.....	2	3	6	7	1	8	1	10	1	11	36	101	137
Aggregate.....	5		13		9		11		12		137		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

TABLE 22.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the number of vessels and distinguishing age.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	5	5	4	2	2			2	4	4	4	34
Over 5 and not exceeding 10 years.....	3	4	3	4	4	3	2		2	2	1	2	32
Over 10 and not exceeding 15 years.....	1	2	1	2	1	1		1	2	1	4	1	16
Over 15 and not exceeding 20 years.....		1	6	3	2	2						2	19
Over 20 and not exceeding 25 years.....	2	1	2	1	2		3		1	1	1		14
Over 25 and not exceeding 30 years.....	2	1	1		1	1	3	2					12
Over 30 and not exceeding 35 years.....		1						2	2	1		1	5
Over 35 and not exceeding 40 years.....									1			2	3
Over 40 and not exceeding 45 years.....													
Over 45 and not exceeding 50 years.....													
Over 50 years.....							1						
Unknown.....											1		2
Total.....	10	15	18	14	12	9	9	5	13	9	11	12	137

TABLE 23.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1908, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	1	6	9	4	3	5	2	...	5	5	2	5	47
Cement, plaster, sand, etc.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Coal.....	...	...	2	1	1	1	...	1	...	...	...	1	7
Copper ore.....	...	...	...	...	...	...	...	...	1	...	...	...	2
Cotton, etc.....	...	...	...	...	...	...	1	...	...	...	...	...	1
Explosives.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Fish.....	...	2	1	1	2	...	...	...	1	...	...	...	7
Grain.....	...	1	...	...	...	...	...	...	...	1	1	1	4
Iron, iron ore, etc.....	...	...	...	...	...	...	1	...	...	...	...	...	1
Lumber.....	3	...	1	3	2	2	2	1	1	2	3	1	21
Machinery.....	...	...	...	...	...	...	...	1	1	...	...	...	1
Merchandise (general).....	3	4	2	4	4	1	...	2	2	...	2	2	26
Petroleum.....	...	...	...	...	...	...	...	...	...	1	...	...	2
Provisions.....	...	1	1	...	...	...	1	...	1	...	...	...	4
Stone.....	...	...	...	...	...	...	...	...	...	...	...	...	1
Sugar.....	1	...	...	...	...	...	1	...	...	...	...	...	1
Wood, etc.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Miscellaneous.....	...	...	2	...	...	...	...	1	1	...	2	...	6
Unknown.....	1	...	...	1	...	...	...	...	...	...	...	...	3
Total.....	10	15	18	14	12	9	9	5	13	9	11	12	137

TABLE 24.—*Summary Pacific coast.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	3	...	2,653	2,653	3	...	...	...	3	54	75	129	...
Strandings.....	56	18,764	21,212	39,976	39	17	...	25	31	579	1,015	1,594	24
Vessels collided.....	42	2,760	41,671	44,431	26	13	3	2	40	900	887	1,787	82
Other causes.....	36	2,148	29,167	31,315	19	17	...	9	27	895	862	1,757	12
Total.....	137	23,672	94,703	118,375	87	47	3	36	101	2,428	2,839	5,267	118

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	27	\$4,515,000	...	22	\$638,495	2	...
August.....	58	7,042,300	...	39	969,945	...	...
September.....	51	5,634,250	1	37	557,880	1	1
October.....	61	9,527,000	...	37	1,383,690	2	...
November.....	41	6,119,825	...	27	498,895	1	...
December.....	18	2,224,000	...	13	695,600	...	...
January.....	5	789,500	...	...	...	1	...
February.....	1	3,500	...	1	1,500	...	...
March.....	6	825,400	...	4	93,000	...	...
April.....	4	37,100	...	1	3,900	...	...
May.....	20	2,799,500	...	10	479,325	...	...
June.....	19	3,407,300	2	7	185,050	2	2
Total.....	311	42,924,675	4	198	5,507,280	9	4

TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number and value of vessels and cargoes and amount of loss to same where known—Continued.

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	24	\$158,400	.....	3	6	\$6,215	.....	18
August.....	53	209,530	.....	6	5	19,200	.....	35
September.....	46	308,560	.....	6	7	27,535	.....	32
October.....	55	751,035	.....	6	7	53,070	.....	32
November.....	39	342,150	.....	2	5	13,600	.....	23
December.....	16	130,885	.....	2	3	3,000	.....	10
January.....	5	33,200	.....	.....	.....	.....	.....	1
February.....	1	3,500	.....	.....	1	1,500	.....	.....
March.....	6	14,000	.....	.....	.....	.....	.....	4
April.....	4	2,300	.....	.....	1	100	.....	.....
May.....	18	130,340	.....	2	2	4,050	.....	8
June.....	19	44,950	.....	2	.....	.....	.....	11
Total.....	286	2,128,850	.....	29	37	128,270	.....	174

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also, their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	1	23	3	.....	27	95	79,191	81	522	.....
August.....	3	50	.....	6	59	366	117,393	780	1,042	6
September.....	6	40	1	5	52	4,534	96,052	400	939	8
October.....	6	49	.....	6	61	10,736	159,694	95	1,070	24
November.....	6	33	.....	2	41	2,338	115,987	7	708	1
December.....	1	15	.....	2	18	403	36,626	11	297	1
January.....	1	4	.....	.....	5	34	10,124	.....	80	.....
February.....	1	.....	.....	.....	1	15	.....	.....	6	2
March.....	1	5	.....	.....	6	257	9,499	.....	90	.....
April.....	1	3	.....	.....	4	97	1,418	.....	31	.....
May.....	1	17	.....	2	20	140	50,337	.....	267	.....
June.....	3	16	.....	2	21	98	46,674	2,072	374	.....
Total.....	31	255	4	25	315	19,113	722,995	3,446	5,426	42

TABLE 27.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	17	\$3,840,500	9	\$226,870	\$4,067,370	7	5	3	10	3
August.....	37	4,843,700	19	585,965	5,429,665	15	11	7	10	19
September.....	23	3,393,700	13	215,750	3,609,450	21	11	8	15	13
October.....	37	7,242,600	14	1,019,085	8,261,685	18	10	6	15	22
November.....	32	5,132,395	14	231,455	5,363,850	6	2	3	12	13
December.....	8	1,802,500	4	279,000	2,081,500	8	7	2	2	5
January.....	4	780,000			780,000	1			1	4
February.....						1	1			
March.....	4	350,000			350,000	2	3		1	2
April.....	1	14,500			14,500	2	1	1		3
May.....	9	2,018,500	5	327,275	2,345,775	8	2	3	3	10
June.....	9	1,022,000			1,022,000	5	2	7	9	10
Total....	181	30,440,395	78	2,885,400	33,325,795	94	55	40	78	104

TABLE 28.—Abstract of returns of disasters on the Great Lakes during the year ending June 30, 1908, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	5	4	2	...	1	...	1	1	...	...	...	15
Stranded.....	8	13	6	11	11	4	1	...	...	2	6	3	65
Collided.....	13	23	30	24	12	8	...	...	2	...	9	10	131
Bursting steam pipes.....	...	...	1	...	1	...	...	...	...	...	...	...	2
Capsized.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Damage to hull, masts, rigging, etc.....	...	3	...	3	2	...	1	...	...	...	...	...	9
Damage to machinery.....	4	4	2	6	3	...	...	...	...	...	2	...	21
Explosion of gasoline.....	...	1	1	...	...	...	...	...	...	...	...	...	1
Fire.....	...	3	3	5	4	2	3	...	2	...	1	4	27
Ice.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Struck bridge, pier, obstruction, etc.....	1	8	6	8	8	2	...	...	1	2	3	2	41
Miscellaneous.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Total.....	27	59	52	61	41	18	5	1	6	4	20	21	315

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1908, distinguishing the cause of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....	...	...	5	2	7
Darkness.....	...	...	3	...	3
Fog.....	...	14	1	...	15
Gales, hurricanes, etc.....	3	6	5	...	14
Heavy seas.....	...	3	2	...	5
Snow storm.....	...	1	...	...	1
Total of Class 1.....	3	32	10	...	45
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart.....	...	1	...	...	1
Error in compass.....	...	2	...	...	2
Total of Class 2.....	...	3	...	...	3
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew.....	...	1	1	...	2
Error of pilots.....	...	2	1	...	3
Total of Class 3.....	...	3	2	...	5

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1908, distinguishing the cause of each disaster—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			17		17
Bursting steam pipes.....			1		1
Total of Class 4.....			18		18
Class 5.—Other causes:					
Absence of lights or buoys.....		4			4
Capsized.....	3				3
Explosion of gasoline.....			1		1
Fire.....			27		27
Ice.....			1		1
Sprung a leak.....	9	3	2		14
Spontaneous combustion.....			1		1
Struck bridge, pier, rock, etc.....		8	40		48
Miscellaneous.....		12	1		13
Unknown.....			1		1
Total of Class 5.....	12	27	74		113
Aggregate.....	15	65	104		184

TABLE 30.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	1	5	8	3	8						4		29
Darkness.....						2							2
Error in judgment.....	1		2	1									4
Fault of other vessel.....	7	5	3	4		2						4	25
Fault of tug towing.....		1	4										5
Fog.....	2			4									6
High, baffling winds.....		4	2			1							7
Ice.....									2				2
Misunderstanding signals.....						1							1
Tides, currents, etc.....	2	3			2	2					3	2	14
Unavoidable.....	4	11	11								2	2	30
Miscellaneous.....			1										1
Unknown.....		1			2							2	5
Total.....	13	23	30	24	12	8			2		9	10	131

TABLE 31.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....		3	5	1	1	1					1		12
Schooners.....	3	7	6	5	4				1	2	3	2	33
Scows.....	1	1											2
Steamers.....	23	45	41	55	36	17	5	1	5	2	14	18	263
Steam yachts.....		2											2
Yachts.....		1									1	1	3
Total.....	27	59	52	61	41	18	5	1	6	4	20	21	315

TABLE 32.—Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1903, showing nationality and description, and distinguishing those totally lost and those damaged.

NOTE.—Table No. 32 is omitted, as no returns of disasters to foreign vessels on the Great Lakes were received during the year covered by this report.

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ended June 30, 1908, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		Sep-tember.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	1	2	2	7	2	3	2	6	3	.....	3	1	.....	.....
Over 100 and not exceeding 200 tons.....	.....	.....	1	2	1	1	1	1	.....	.....	1	1	.....	.....
Over 200 and not exceeding 300 tons.....	.....	.....	.....	2	.....	2	.....	2	.....	.....	.....	2	.....	.....
Over 300 and not exceeding 500 tons.....	3	.....	4	.....	4	.....	2	.....	3	1	.....	.....	.....	.....
Over 500 and not exceeding 700 tons.....	1	.....	2	.....	4	.....	3	2	.....	.....	.....	.....	.....	.....
Over 700 and not exceeding 1,000 tons.....	2	.....	4	.....	3	1	1	1	2	.....	2	.....	.....	.....
Over 1,000 and not exceeding 1,500 tons.....	.....	.....	4	.....	4	.....	4	.....	2	.....	.....	.....	.....	.....
Over 1,500 and not exceeding 2,000 tons.....	2	.....	6	2	5	.....	6	5	.....	5	.....	.....	2	.....
Over 2,000 and not exceeding 2,500 tons.....	4	.....	5	.....	3	1	6	.....	4	.....	1	.....	.....	.....
Over 2,500 and not exceeding 3,000 tons.....	1	.....	3	.....	2	.....	.....	1	.....	.....	.....	.....	1	.....
Over 3,000 and not exceeding 3,500 tons.....	.....	.....	1	.....	1	.....	1	.....	1	.....	2	.....	.....	.....
Over 3,500 and not exceeding 4,000 tons.....	1	.....	4	.....	4	.....	3	.....	3	.....	1	.....	1	.....
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	.....	5	.....	3	.....	.....	.....	2	.....	.....	.....
Over 4,500 and not exceeding 5,000 tons.....	5	.....	8	1	3	1	7	.....	8	.....	2	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....	1	.....	2	.....	.....	.....	2	.....	1	.....	.....	.....	.....	.....
Over 6,000 tons.....	4	.....	1	.....	3	.....	8	.....	5	.....	1	.....	.....	.....
Unknown.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1	26	3	56	6	46	6	55	6	35	1	17	1	4
Aggregate.....	27		59		52		61		41		18		5	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	1	.....	.....	1	1	.....	3	3	1	16	26	.....	42
Over 100 and not exceeding 200 tons.....	.....	.....	.....	.....	.....	1	.....	3	3	3	8	.....	11
Over 200 and not exceeding 300 tons.....	.....	.....	1	.....	.....	1	.....	.....	2	9	.....	.....	11
Over 300 and not exceeding 500 tons.....	.....	.....	1	.....	1	.....	2	.....	1	20	21	.....	21
Over 500 and not exceeding 700 tons.....	.....	.....	.....	.....	.....	.....	.....	2	2	12	14	.....	14
Over 700 and not exceeding 1,000 tons.....	.....	.....	.....	.....	.....	.....	1	1	2	16	18	.....	18
Over 1,000 and not exceeding 1,500 tons.....	.....	.....	.....	.....	1	.....	.....	.....	.....	14	14	.....	14
Over 1,500 and not exceeding 2,000 tons.....	.....	.....	1	.....	.....	.....	.....	1	2	28	30	.....	30
Over 2,000 and not exceeding 2,500 tons.....	.....	.....	1	.....	.....	.....	4	.....	1	29	30	.....	30
Over 2,500 and not exceeding 3,000 tons.....	1	.....	2	.....	.....	.....	.....	1	.....	11	11	.....	11
Over 3,000 and not exceeding 3,500 tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	6	.....	6
Over 3,500 and not exceeding 4,000 tons.....	.....	.....	.....	.....	.....	.....	3	.....	1	21	21	.....	21
Over 4,000 and not exceeding 4,500 tons.....	.....	.....	.....	.....	.....	.....	2	.....	1	13	13	.....	13
Over 4,500 and not exceeding 5,000 tons.....	.....	.....	.....	.....	.....	.....	.....	1	2	34	36	.....	36
Over 5,000 and not exceeding 6,000 tons.....	.....	.....	.....	.....	.....	.....	1	.....	.....	8	8	.....	8
Over 6,000 tons.....	.....	.....	.....	.....	.....	.....	2	.....	2	26	26	.....	26
Unknown.....	.....	.....	.....	.....	.....	.....	.....	2	.....	3	3	.....	3
Total.....	1	.....	1	5	1	3	1	19	3	18	31	284	315
Aggregate.....	1		6		4		20		21		315		.....

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 34.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	11	17	12	20	12	6	2	.....	2	.....	9	8	99
Over 5 and not exceeding 10 years.....	1	6	5	5	8	1	1	.....	.....	.....	3	2	32
Over 10 and not exceeding 15 years.....	1	7	5	5	6	3	.....	.....	2	.....	2	.....	31
Over 15 and not exceeding 20 years.....	5	11	13	15	6	5	.....	.....	1	1	4	3	64
Over 20 and not exceeding 25 years.....	3	8	4	6	1	2	.....	.....	.....	.....	.....	3	27
Over 25 and not exceeding 30 years.....	2	5	2	2	3	.....	2	1	.....	.....	.....	2	19
Over 30 and not exceeding 35 years.....	2	2	5	2	4	1	.....	.....	2	.....	.....	1	19
Over 35 and not exceeding 40 years.....	2	1	4	6	.....	.....	.....	.....	1	1	1	.....	16
Over 40 and not exceeding 45 years.....	.....	1	2	.....	.....	.....	.....	.....	1	1	.....	.....	4
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Over 50 years.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	3
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	27	59	52	61	41	18	5	1	6	4	20	21	315

TABLE 35.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	3	19	13	22	13	5	4	.....	2	3	10	10	104
Cement, plaster, sand, etc.....	1	1	1	.....	1	3	.....	.....	.....	.....	.....	1	8
Coal.....	6	10	7	10	12	4	.....	.....	2	.....	3	2	56
Fish.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Fruit.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	1	2	.....	1	1	2	.....	.....	.....	.....	.....	1	8
Iron, iron ore, etc.....	7	14	14	19	8	1	.....	.....	.....	.....	3	2	68
Lumber.....	2	3	8	2	4	.....	.....	.....	1	.....	.....	.....	22
Merchandise (general).....	5	6	5	1	1	1	.....	.....	.....	.....	1	1	21
Provisions.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	4
Salt.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	.....	.....	3
Stone, brick, etc.....	2	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	1	6
Miscellaneous.....	.....	2	1	.....	1	2	1	.....	1	.....	1	.....	9
Unknown.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2	4
Total.....	27	59	52	61	41	18	5	1	6	4	20	21	315

TABLE 36.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1908, showing the number of vessels and distinguishing the lakes and connecting rivers on which occurred.

Locality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie.....	1	13	8	18	11	4	2	.....	3	.....	6	7	73
Lake Huron.....	1	3	.....	2	4	.....	.....	.....	.....	.....	1	1	12
Lake Michigan.....	5	16	12	12	7	8	1	1	2	4	3	2	73
Lake Ontario.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Lake Superior.....	9	10	9	6	7	1	.....	.....	.....	.....	8	4	54
Lake St. Clair.....	.....	4	2	1	.....	.....	.....	.....	.....	.....	.....	.....	7
Detroit River.....	5	4	9	10	5	2	1	.....	1	.....	1	2	40
St. Clair River.....	5	2	7	6	4	1	1	.....	.....	.....	.....	.....	26
St. Marys River.....	1	7	2	5	3	2	.....	.....	.....	.....	.....	4	24
Straits of Mackinac.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1	1	4
Total.....	27	59	52	61	41	18	5	1	6	4	20	21	315

TABLE 37.—*Summary, Great Lakes.*

Nature of casualty.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	15	8,359	2,915	11,274	9	6	.....	10	5	.....	106	106	35
Strandings.....	65	2,729	204,498	207,227	55	10	.....	6	59	119	1,240	1,359	1
Vessels collided.....	131	2,430	332,673	335,103	93	34	4	1	130	2,489	2,473	4,962	1
Other causes.....	104	5,595	182,909	188,504	50	54	.....	14	90	838	1,607	2,445	5
Total.....	315	19,113	722,995	742,108	207	104	4	31	284	3,446	5,426	8,872	42

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

RIVERS.

TABLE 38.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Value.		Number.	Value.		
July.....	15	\$279,700	.....	6	\$81,520	.....	1
August.....	14	987,550	.....	7	265,650	.....	.....
September.....	12	700,150	.....	5	551,235	.....	.....
October.....	26	358,520	.....	9	84,510	.....	5
November.....	13	654,000	.....	5	21,475	.....	1
December.....	22	698,500	.....	8	19,600	1	2
January.....	6	74,190	.....	1	250	.....	.....
February.....	10	398,465	.....	2	1,000	1	1
March.....	7	98,725	.....	3	31,430	.....	.....
April.....	2	14,000	.....	1	2,500	.....	.....
May.....	7	44,500	.....	3	7,150	.....	.....
June.....	3	110,200	.....	.....	.....	.....	.....
Total.....	137	4,418,500	.....	50	1,066,320	2	10

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels not damaged, and amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	14	\$85,055	.....	1	3	\$910	.....	4
August.....	14	74,465	.....	.....	.....	.....	.....	7
September.....	10	75,700	.....	2	4	17,735	.....	1
October.....	19	83,065	.....	7	6	14,550	.....	8
November.....	11	82,095	.....	2	2	675	.....	4
December.....	19	84,550	.....	3	3	2,300	.....	7
January.....	5	8,200	.....	1	.....	.....	.....	1
February.....	9	35,800	.....	1	1	1,000	.....	2
March.....	7	36,525	.....	.....	1	485	.....	2
April.....	2	11,000	.....	.....	1	1,665	.....	.....
May.....	7	14,650	.....	.....	3	2,400	.....	.....
June.....	3	37,400	.....	.....	.....	.....	.....	.....
Total.....	120	628,505	.....	17	24	41,720	.....	36

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

TABLE 39.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also, their tonnage, the number of persons on board, and the number of lives lost.

Month.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including masters, etc.	Lives lost.
July.....	3	11	1	.....	15	443	4,208	.....	169	.....
August.....	3	11	.....	.....	14	86	6,921	740	329	.....
September.....	5	5	1	1	12	998	6,510	58	281	1
October.....	9	10	4	3	26	661	14,229	155	227	5
November.....	2	9	1	1	13	243	5,068	435	162	.....
December.....	9	10	2	1	22	1,156	10,713	73	233	1
January.....	2	3	1	.....	6	66	712	3	80	1
February.....	4	5	1	.....	10	185	5,363	18	87	1
March.....	2	4	.....	.....	6	412	794	16	86	3
April.....	1	2	.....	.....	3	65	975	57	26	12
May.....	2	5	.....	.....	7	32	324	36	62	1
June.....	1	2	.....	.....	3	7	684	6	33	.....
Total.....	43	77	11	6	137	4,354	56,501	1,597	1,775	25

TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	3	\$148,500	1	\$8,000	\$156,500	11	4	1	2	8
August.....	8	897,500	3	244,570	1,142,070	5	3	1	1	7
September.....	6	600,625	3	19,235	619,860	6	1	.....	1	7
October.....	6	198,250	3	55,900	254,150	13	4	7	7	12
November.....	3	70,000	.....	.....	70,000	5	3	5	3	7
December.....	12	281,425	2	6,200	287,625	7	4	3	4	12
January.....	1	1,800	.....	.....	1,800	5	1	.....	.....	5
February.....	5	228,000	.....	.....	228,000	3	1	2	2	7
March.....	1	15,000	.....	.....	15,000	4	.....	1	2	4
April.....	1	3,000	.....	.....	3,000	1	2	1	.....	1
May.....	6	22,000	.....	.....	22,000	1	2	.....	1	4
June.....	2	80,000	.....	.....	80,000	1	.....	.....	.....	3
Total....	54	2,546,100	12	333,905	2,880,005	62	25	21	23	77

TABLE 41.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ended June 30, 1908, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	4	2	1	4	1	.....	2	2	1	.....	2	2	20
Stranded.....	4	2	2	1	1	.....	.....	.....	.....	.....	.....	1	12
Collided.....	3	2	4	14	6	10	2	2	.....	1	.....	.....	42
Capsized.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Damage to hull, masts, rigging, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Damage to machinery.....	2	1	.....	1	.....	2	.....	1	1	.....	.....	.....	8
Explosion of boilers.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Explosion of gases, gasoline, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Fire.....	1	4	2	5	3	8	2	3	1	.....	4	.....	33
Ice.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Struck bridge, snag, dock, etc.....	2	2	3	1	2	.....	.....	.....	1	1	1	.....	13
Sprung a leak.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Total.....	15	14	12	26	13	22	6	10	6	3	7	3	137

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1908, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, etc.....	1	.....	.....	.....	1
Fog.....	.....	1	.....	.....	1
Gales, hurricanes, etc.....	3	2	2	.....	7
Total of Class 1.....	4	3	2	.....	9
Class 2.—Causes connected with vessels, equipments, or stowage.....	.....	.....	.....	.....	.....
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew.....	.....	1	.....	.....	1
Error of pilots.....	.....	2	.....	.....	2
Total of Class 3.....	.....	3	.....	.....	3
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....	.....	.....	8	.....	8
Explosion of boilers.....	.....	.....	2	.....	2
Total of Class 4.....	.....	.....	10	.....	10
Class 5.—Other causes:					
Capsized.....	1	.....	.....	.....	1
Explosion of gases, gasoline, etc.....	.....	.....	1	.....	1
Fire.....	.....	.....	33	.....	33
Ice.....	.....	.....	2	.....	2
Sprung a leak.....	11	.....	1	.....	12
Struck bridge, pier, rock, etc.....	.....	3	12	.....	15
Miscellaneous.....	2	2	2	.....	6
Unknown.....	2	1	.....	.....	3
Total of Class 5.....	16	6	51	.....	73
Aggregate.....	20	12	63	.....	95

a No casualties under Class 2.

TABLE 43.—Abstract of returns of disasters to vessels of the rivers of the United States during the year ending June 30, 1908, showing the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	2					1							3
Calms, currents, and tides.....		2											2
Carelessness.....				1									1
Error in judgment.....				2									2
"Fault of other vessel".....			2	1	4	1							8
Fault of tug towing.....				1									1
Fog.....					2	4							6
High baffling winds.....							2						2
Misunderstanding signals.....						2							2
Unavoidable.....				2									2
Want of proper lights.....			2	6									8
Miscellaneous.....						2		2					4
Unknown.....				1									1
Total.....	2	2	4	14	6	10	2	2					42

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	1		1	5	1								8
Bark.....				1									1
Ferryboats.....					1	3							4
Schooners.....		1		4	2	3		1	1	1		1	14
Ships.....													2
Steamers.....	14	13	11	15	9	14	6	8	5	2	7	2	106
Steam yachts.....				1				1					2
Total.....	15	14	12	26	13	22	6	10	6	3	7	3	137

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1908, showing nationality and description, and distinguishing those totally lost and those damaged.

Nationality and rig.	July.		October.		December.		February.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British bark.....				1						1	1
British ship.....						1				1	1
British steamer.....		1								1	1
French ship.....						1				1	1
Spanish steamer.....							1			1	1
Total.....		1		1		2		1		5	
Aggregate.....	1		1		2		1		5		5

TABLE 46.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, showing the tonnage and distinguishing the number of those totally lost and those damaged.*

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	2	5	3	5	2	4	7	5	1	2	5	2	2	3
Over 100 and not exceeding 200 tons.....				1	1	1	2	3	1	2	2	3		
Over 200 and not exceeding 300 tons.....		1			1			1			1			
Over 300 and not exceeding 500 tons.....	1	2		2	1	1				2	1	1		
Over 500 and not exceeding 700 tons.....		1					1			3				1
Over 700 and not exceeding 1,000 tons.....				1							3			
Over 1,000 and not exceeding 1,500 tons.....		2		1			1				1			
Over 1,500 and not exceeding 2,000 tons.....				1							2			
Over 2,000 and not exceeding 2,500 tons.....							1		1					
Over 2,500 and not exceeding 3,000 tons.....								1			1			
Over 3,000 and not exceeding 3,500 tons.....														
Over 3,500 and not exceeding 4,000 tons.....				1										
Over 4,000 and not exceeding 4,500 tons.....														
Over 4,500 and not exceeding 5,000 tons.....						1								
Over 5,000 and not exceeding 6,000 tons.....							1							
Over 6,000 tons.....								1						
Unknown.....		1						3		1				
Total.....	3	12	3	11	5	7	9	17	2	11	9	13	2	4
Aggregate.....	15		14		12		26		13		22		6	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	4	1		2	1	1	2	4	1		30	34	64
Over 100 and not exceeding 200 tons.....		1	1								7	12	19
Over 200 and not exceeding 300 tons.....			1						1		3	3	6
Over 300 and not exceeding 500 tons.....				2							1	3	15
Over 500 and not exceeding 700 tons.....		1							1		1	7	7
Over 700 and not exceeding 1,000 tons.....		1				1						6	6
Over 1,000 and not exceeding 1,500 tons.....											5	5	5
Over 1,500 and not exceeding 2,000 tons.....		2									4	4	4
Over 2,000 and not exceeding 2,500 tons.....											2	2	2
Over 2,500 and not exceeding 3,000 tons.....											1	1	1
Over 3,000 and not exceeding 3,500 tons.....													
Over 3,500 and not exceeding 4,000 tons.....											1		1
Over 4,000 and not exceeding 4,500 tons.....													
Over 4,500 and not exceeding 5,000 tons.....													
Over 5,000 and not exceeding 6,000 tons.....											1	1	1
Over 6,000 tons.....											1	1	1
Unknown.....											5	5	5
Total.....	4	6	2	4	1	2	2	5	1	2	43	94	137
Aggregate.....	10		6		3		7		3		137		137

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

TABLE 47.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	1	3	1	6	5	5	2	4	3	1	...	2	33
Over 5 and not exceeding 10 years.....	6	1	4	5	2	1	2	2	1	1	2	...	26
Over 10 and not exceeding 15 years.....	3	2	2	4	3	1	2	1	2	1	3	...	24
Over 15 and not exceeding 20 years.....	1	2	3	1	...	9	...	...	1	...	2	...	19
Over 20 and not exceeding 25 years.....	2	2	1	...	1	1	...	...	...	...	...	...	5
Over 25 and not exceeding 30 years.....	2	2	1	1	...	3	...	...	...	...	...	1	10
Over 30 and not exceeding 35 years.....	1	1	...	3	...	1	...	1	...	...	...	...	7
Over 35 and not exceeding 40 years.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Over 40 and not exceeding 45 years.....	...	...	...	3	1	...	...	...	...	...	...	...	4
Over 45 and not exceeding 50 years.....	...	...	...	...	...	...	...	1	...	...	...	...	1
Over 50 years.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Unknown.....	1	...	...	3	1	...	...	1	...	...	...	...	6
Total.....	15	14	12	26	13	22	6	10	6	3	7	3	137

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	8	7	7	12	7	12	5	7	4	1	4	3	77
Coal.....	...	1	...	3	...	2	...	...	...	1	...	...	2
Cotton.....	...	...	...	1	...	...	1	...	...	...	...	...	1
Fertilizers.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Fish.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Grain.....	...	...	2	...	1	...	...	...	...	...	...	...	3
Lumber.....	1	...	...	2	...	1	...	...	...	...	...	...	4
Machinery.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Merchandise (general).....	...	5	1	1	2	2	...	1	...	...	1	...	13
Petroleum.....	2	...	...	...	1	...	...	...	1	...	...	...	4
Provisions.....	...	1	...	...	...	...	...	...	...	...	1	...	2
Stone.....	...	...	...	...	1	...	...	...	...	...	...	...	1
Sugar.....	...	...	1	...	...	1	...	...	...	...	...	...	2
Wood.....	2	...	...	1	...	...	...	...	...	...	...	...	2
Miscellaneous.....	1	...	1	1	...	1	...	1	1	1	...	...	7
Unknown.....	1	...	...	5	1	2	...	1	...	...	...	...	10
Total.....	15	14	12	26	13	22	6	10	6	3	7	3	137

TABLE 49.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1908, distinguishing the rivers on which they occurred.*

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alleghany, Pa.									1				1
Arkansas.	1												1
Atchafalaya, La.	1										1		2
Bayou Barataria, La.							1						1
Bayou Pero, La.							1						1
Bayou Pigeon, La.						1							1
Bayou Teche, La.							1			1			2
Black River, Ark.	1												1
Caloosahatchie, Fla.				1									1
Choptank, Md.								1					1
Columbia.			1		3								4
Cumberland.				1									1
Delaware.	2	3	3	6	2	4		3			2		25
Flint, Ga.				1									1
Hudson.	1	2		3	2						2		10
James, Va.	1				1								2
Kattala, Alaska.				1									1
Kennebec, Me.										1		1	2
Maurice, N. J.				1									1
Mississippi.	4		2	3		8	2			1	1		21
Missouri.			2		1			1					4
Monongahela, Pa.		1		3					1				5
Ohio.		2	2			1	1	3	3				12
Ouachita, La.		1											1
Patoka, Ind.												1	1
Potomac.						2					1		3
Rappahannock, Va.					1	1							2
Red River, La.			1	1									2
Satilla, Ga.						1							1
St. Croix, Me.		1											1
St. Johns, Fla.		1						1	1				3
St. Lawrence.	3			2								1	6
Tanana, Alaska.	1												1
Tennessee.			1										1
Waccamaw, S. C.				1	3	4		1					1
Willamette, Oreg.		2											10
York, Va.		1		2									3
Total.	15	14	12	26	13	22	6	10	6	3	7	3	137

TABLE 50.—*Summary of rivers of the United States.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.	20	316	879	1,195	3	17		10	10	51	91	142	4
Strandings.	12	605	9,817	10,422	8	4		3	9	226	228	454	
Vessels collided.	42	977	34,755	35,732	18	14	10	4	38	563	621	1,184	
Other causes.	63	2,456	11,050	13,506	21	42		26	37	757	835	1,592	21
Total.	137	4,354	56,501	60,855	50	77	10	43	94	1,597	1,775	3,372	25

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the number and value of vessels and cargoes and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	12	1,883,500	2	9	356,740		2
August.....	9	230,000		4	16,940	1	
September.....	6	707,200		4	422,800		
October.....	16	2,950,200		10	1,168,500	1	
November.....	12	1,531,270	1	9	426,585		1
December.....	14	4,718,500		12	874,150	1	
January.....	25	937,500		19	271,120	2	
February.....	8	2,007,500	1	7	1,120,300	1	1
March.....	6	721,000		4	186,300	1	
April.....	5	33,000		5	13,300		
May.....	8	394,100	1	7	115,770		1
June.....	6	940,700		5	245,600	1	
Total.....	127	17,054,470	5	95	5,218,105	8	5

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Value.			Number.	Value.		
July.....	12	182,750		2	4	9,900		7
August.....	9	156,950			3	13,660		2
September.....	6	18,465			2	2,800		2
October.....	15	104,415		1	6	13,050		5
November.....	12	214,770		1	3	16,285		7
December.....	13	359,700		1	11	158,900		2
January.....	25	489,000			13	112,635		8
February.....	8	49,700		1	5	56,000		4
March.....	6	10,800			1	300		4
April.....	5	25,900			3	5,800		2
May.....	8	82,100		1	4	37,850		4
June.....	6	28,600			2	15,700		4
Total.....	125	1,723,150		7	57	442,880		51

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the number of vessels involved in casualties, the number totally lost, the number damaged, the number sustaining no damage, etc.; also, their tonnage, the number of persons on board, and the number of lives lost.

Months.	Vessels totally lost.	Vessels damaged only.	Whether lost or damaged not known.	Vessels involved in casualties resulting in no damage.	Total number of casualties.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Lives lost.
July.....	4	8	2		14	2,215	27,646	360	330	
August.....	6	3			9	3,253	1,530	1	137	
September.....	2	4			6	594	5,625	15	105	
October.....	2	10		1	16	1,494	27,417	1,046	670	4
November.....	2	10	1		13	3,309	19,793	162	314	23
December.....	5	8		1	14	7,707	39,734	1,006	660	24
January.....	14	11			25	11,616	15,352		282	55
February.....	2	6	1		9	685	19,540		173	7
March.....		6			6		8,248	46	148	
April.....	3	2			5	809	207	6	34	
May.....	3	5	1		9	566	7,259	2	157	18
June.....		6			6		10,289	598	221	
Total.....	46	79	5	2	132	32,248	182,640	3,242	3,231	131

TABLE 53.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in balance last.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	9	\$1,398,500	2	\$81,315	\$1,479,815	2	3	3	6	3
August.....	8	136,840	2	6,500	143,340	1	1	.....	2	4
September.....	3	480,650	1	1,000	481,650	3	.....	.....	3	2
October.....	10	1,802,970	4	68,300	1,871,270	3	1	3	6	5
November.....	6	1,086,250	3	187,785	1,274,035	4	2	3	5	3
December.....	8	1,024,775	2	21,410	1,046,185	4	2	2	9	1
January.....	13	397,750	5	78,735	476,485	4	2	8	14	4
February.....	5	1,907,700	2	981,000	2,888,700	2	2	2	5	.....
March.....	5	549,500	3	153,730	703,230	1	1	.....	1	1
April.....	2	10,500	1	2,500	13,000	2	2	1	2	.....
May.....	5	113,110	2	41,300	154,410	3	3	1	3	1
June.....	3	413,000	2	48,960	461,960	1	1	2	3	.....
Total.....	77	9,321,545	29	1,672,535	10,994,080	30	20	25	59	24

TABLE 54.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	.....	.....	2	3	1	1	8	.....	.....	1	1	.....	17
Stranded.....	3	3	2	3	1	2	1	2	.....	1	.....	.....	18
Collided.....	6	.....	.....	2	2	.....	2	2	.....	.....	2	.....	16
Abandoned.....	.....	1	.....	.....	.....	2	1	1	.....	.....	.....	.....	5
Damage to cargo.....	.....	.....	.....	.....	6	4	1	1	.....	.....	.....	.....	8
Damage to hull, masts, rigging, etc.....	3	2	.....	3	6	4	5	1	4	2	2	3	35
Damage to machinery.....	1	1	2	4	2	1	.....	.....	2	.....	1	2	16
Explosion of gasoline.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Fire.....	.....	2	.....	.....	.....	1	2	1	.....	.....	1	.....	7
Ice.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Never heard from.....	.....	.....	1	1	1	3	1	.....	.....	.....	.....	.....	7
Sprung a leak.....	1	.....	.....	.....	.....	1	1	1	.....	.....	1	.....	5
Waterlogged.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total.....	14	9	6	16	13	14	25	9	6	5	9	6	132

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1908, distinguishing the cause of each disaster.*

Class and cause of disaster.	Foundering.	Stranding.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....	.....	1	.....	.....	1
Fog.....	.....	4	.....	.....	4
Gales, hurricanes, etc.....	10	4	28	.....	42
Heavy seas.....	.....	2	5	.....	7
Stress of weather.....	.....	.....	4	.....	4
Total of Class 1.....	10	11	37	.....	58
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective rigging.....	.....	.....	1	.....	1
Error in compass.....	.....	1	.....	.....	1
Total of Class 2.....	.....	1	1	.....	2

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1908, distinguishing the cause of each disaster—Continued.*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 3.—Causes connected with navigation and seamanship:					
Error of pilot.....		1			1
Total of Class 3.....		1			1
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			15		15
Total of Class 4.....			15		15
Class 5.—Other causes:					
Absence of buoy.....		1			1
Explosion of gasoline.....			1		1
Fire.....			7		7
Ice.....			3		3
Sprung a leak.....	5		4		9
Struck rock.....		1			1
Waterlogged.....	1		5		6
Miscellaneous.....		1	1		2
Unknown.....	1	2		7	10
Total of Class 5.....	7	5	21	7	40
Aggregate.....	17	18	74	7	116

TABLE 56.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the number of vessels collided and distinguishing the cause of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Bad management.....							1						1
Carelessness.....	1												1
Fault of other vessel.....	1						1						2
Fog.....	4			2	2						2		10
Tides and currents.....								2					2
Total.....	6			2	2		2	2			2		16

TABLE 57.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	1						1			1			3
Barks.....	1				2		3				1		7
Barkentines.....		1		1	1		1	1	2		1		8
Brigantine.....						1							1
Schooners.....	5	6	3	8	2	9	15	4	1	3	2	3	61
Ships.....	1				2	2	2	2	1	1	1		6
Steamers.....	7	1	3	7	6	4	3	4	3	1	4	3	46
Total.....	14	9	6	16	13	14	25	9	6	5	9	6	132

NOTE.—There are included in this table five foreign vessels which were in collision with the American vessels.

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the tonnage and distinguishing the number of those totally lost and those damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....			2				2	1			•		1	
Over 100 and not exceeding 200 tons.....	2	1	1		1	1	1				1	2		
Over 200 and not exceeding 300 tons.....							1				2	1	1	
Over 300 and not exceeding 500 tons.....	1	1	1	1	1	1			2	2	2	1	4	
Over 500 and not exceeding 700 tons.....		2	1	2		1	2	4					1	2
Over 700 and not exceeding 1,000 tons.....		2				1	1	1			2		3	3
Over 1,000 and not exceeding 1,500 tons.....													2	2
Over 1,500 and not exceeding 2,000 tons.....	1						1		2	2			1	1
Over 2,000 and not exceeding 2,500 tons.....			1						2	2				3
Over 2,500 and not exceeding 3,000 tons.....											1			
Over 3,000 and not exceeding 3,500 tons.....							1		1					
Over 3,500 and not exceeding 4,000 tons.....		1				1								
Over 4,000 and not exceeding 4,500 tons.....										1				
Over 4,500 and not exceeding 5,000 tons.....		1							1					
Over 5,000 and not exceeding 6,000 tons.....		2					2			1	1	2		
Over 6,000 tons.....														
Unknown.....														
Total.....	4	10	6	3	2	4	5	11	2	11	5	9	14	11
Aggregate.....	14		9		6		16		13		14		25	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....					2	1	1				8	2	10
Over 100 and not exceeding 200 tons.....					1	1	1				6	6	12
Over 200 and not exceeding 300 tons.....	1								2		1	3	4
Over 300 and not exceeding 500 tons.....	1	1		1			1	2	1	8	11	11	19
Over 500 and not exceeding 700 tons.....			2	1						8	13	8	21
Over 700 and not exceeding 1,000 tons.....		2					1			5	10	10	15
Over 1,000 and not exceeding 1,500 tons.....										4	7	4	11
Over 1,500 and not exceeding 2,000 tons.....							3			4	6	6	10
Over 2,000 and not exceeding 2,500 tons.....		1								1	6	6	7
Over 2,500 and not exceeding 3,000 tons.....				1					1		3	3	3
Over 3,000 and not exceeding 3,500 tons.....				1							3	3	3
Over 3,500 and not exceeding 4,000 tons.....									2		3	3	3
Over 4,000 and not exceeding 4,500 tons.....											1	1	1
Over 4,500 and not exceeding 5,000 tons.....		2									3	3	3
Over 5,000 and not exceeding 6,000 tons.....										1	1	1	2
Over 6,000 tons.....		1									7	7	7
Unknown.....											1	1	1
Total.....	2	7	6	3	2	3	6		6	46	86		132
Aggregate.....	9		6		5		9		6		132		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

TABLE 59.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the number of vessels and distinguishing age.

Age.	July	August	September	October	November	December	January	February	March	April	May	June	Total
Not exceeding 5 years.....	2	1	1	3	4	1	5	2	2	1	1	2	23
Over 5 and not exceeding 10 years.....	6	1	4	3	3	4	4	1	1	1	1	1	28
Over 10 and not exceeding 15 years.....	1	1	1	1	1	1	1	1	1	1	1	1	10
Over 15 and not exceeding 20 years.....	3	2	1	1	1	3	3	2	3	3	1	1	24
Over 20 and not exceeding 25 years.....	1	1	1	5	1	4	4	1	1	1	1	1	21
Over 25 and not exceeding 30 years.....	1	2	1	1	1	4	3	1	2	1	1	1	12
Over 30 and not exceeding 35 years.....	1	1	1	1	1	2	2	1	1	1	1	1	12
Over 35 and not exceeding 40 years.....	1	1	1	1	1	2	1	1	1	1	1	1	12
Over 40 and not exceeding 45 years.....	1	1	1	1	1	2	1	1	1	1	1	1	12
Over 45 and not exceeding 50 years.....	1	1	1	1	1	2	1	1	1	1	1	1	12
Over 50 years.....	1	1	1	1	1	2	1	1	1	1	1	1	12
Unknown.....	1	1	1	1	1	2	1	1	1	1	1	1	12
Total.....	14	9	6	16	13	14	25	9	6	5	9	6	132

TABLE 60.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1908, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July	August	September	October	November	December	January	February	March	April	May	June	Total
Ballast.....	3	4	2	5	3	1	4	1	1	1	1	1	24
Cement, plaster, sand, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Coal.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Copper ore.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Chemicals.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Cotton, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Fertilizers.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Fish.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Fruits, coffee, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Iron, iron ore, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Lumber.....	2	1	1	1	2	5	5	2	1	1	1	1	21
Merchandise (general).....	1	1	1	1	1	3	1	1	1	1	1	3	13
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Stone.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Sugar.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Miscellaneous.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Unknown.....	2	1	1	3	1	1	1	1	1	3	1	1	18
Total.....	14	9	6	16	13	14	25	9	6	5	9	6	132

TABLE 61.—Summary American vessels at sea and in foreign waters.

Nature of casualty.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	17	12,053	.....	12,053	15	2	.....	17	.....	1	117	118	21
Strandings.....	18	8,884	23,191	32,075	14	4	.....	9	9	726	552	1,278	17
Vessels collided.....	16	1,451	30,712	32,163	9	2	5	3	13	624	419	1,043	18
Other causes.....	81	9,860	128,737	138,597	65	16	.....	17	64	1,891	2,143	4,034	75
Total.....	132	32,248	182,640	214,888	103	24	5	46	86	3,242	3,231	6,473	131

^a In this column are included the casualties in which no damage was sustained by the vessel, for the number of which see appropriate column in Table 52.

TABLE 62.—Summary of disasters which have occurred to foreign vessels on and near the coasts and on the rivers of the United States during the year ending June 30, 1908.

	Atlantic and gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	36	6		5		47
Tonnage of vessels totally lost.....	8,352	6,806				15,158
Tonnage of vessels damaged.....	117,689	6,072		14,711		138,472
Aggregate tonnage.....	126,041	12,878		14,711		153,630
Laden.....	19	4				23
Ballast.....	3					3
Unknown whether laden or not.....	14	2				16
Wrecks involving total loss.....	9	3				12
Casualties involving partial and unknown damage.....	27	3				30
Number of passengers.....	32					32
Number in crews.....	448	86				534
Total on board.....	480	86				566
Value of vessels.....dollars.....	1,783,000	330,600				2,113,600
Value of cargoes.....do.....	530,670	114,050				644,720
Aggregate value (vessels and cargoes).....dollars.....	2,313,670	444,650				2,758,320
Losses to vessels.....do.....	399,400	282,600				682,000
Losses to cargoes.....do.....	260,950	19,050				280,000
Aggregate losses (vessels and cargoes).....dollars.....	660,350	301,650				962,000
Insurance on vessels.....do.....	585,000	50,000				635,000
Insurance on cargoes.....do.....	56,300					56,300
Aggregate insurance (vessels and cargoes).....dollars.....	641,300	50,000				691,300

NOTE.—Besides the foreign vessels above reported 5 others collided with American vessels at sea, involving a tonnage of 15,415.

TABLE 63.—General summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1908.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Foundering:						
Number of vessels.....	52	3	15	20	17	107
Tonnage of vessels totally lost.....	8,575		8,359	316	12,053	29,303
Tonnage of vessels damaged.....	4,341	2,653	2,915	879		10,788
Value of vessels.....dollars.....	302,600	181,000	480,350	175,320	392,470	1,531,740
Value of cargoes.....do.....	72,660	112,720	60,910	3,150	107,020	356,460
Loss to vessels.....do.....	178,210	55,600	414,850	80,100	392,470	1,121,230
Loss to cargoes.....do.....	60,110	58,010	48,485	2,400	107,020	271,025
Insurance on vessels.....do.....	108,625	102,000	301,000	68,500	105,750	685,875
Insurance on cargoes.....do.....	24,470		25,000		18,820	68,290
Laden.....	41	3	9	3	15	71
Ballast.....	6			17	2	36
Wrecks involving total loss.....	31		10	10	17	68
Casualties involving partial and unknown damage.....	21	3	6	10		39
Number of passengers.....	15	54		51	1	121
Number in crews.....	171	75	106	91	117	560
Total on board.....	186	129	106	142	118	681
Number of lives lost.....	16		35	4	21	76
Strandings:						
Number of vessels.....	185	50	65	12	18	336
Tonnage of vessels totally lost.....	28,191	18,764	2,729	605	8,884	59,173
Tonnage of vessels damaged.....	94,879	21,212	204,498	9,817	23,191	353,597
Value of vessels.....dollars.....	7,567,045	2,441,850	11,850,100	864,000	2,862,700	25,585,695
Value of cargoes.....do.....	2,190,830	629,910	2,325,305	571,800	2,370,100	8,087,945
Loss to vessels.....do.....	1,351,650	998,250	624,800	89,500	545,330	3,609,530
Loss to cargoes.....do.....	475,545	391,915	39,570	5,255	105,400	1,017,685
Insurance on vessels.....do.....	4,678,925	1,054,350	8,461,800	676,000	1,296,160	16,167,235

TABLE 63.—General summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1908—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Strandings—Continued.						
Insurance on cargoes. dollars.	683,430	351,965	1,499,635	10,100	1,136,315	3,681,445
Laden.....	114	39	55	8	14	230
Ballast.....	71	17	10	4	4	106
Wrecks involving total loss.	91	25	6	3	9	134
Casualties involving partial and unknown damage.....	94	31	59	9	9	202
Number of passengers.....	281	579	119	226	726	1,931
Number in crews.....	1,843	1,015	1,240	228	552	4,878
Total on board.....	2,124	1,594	1,359	454	1,278	6,809
Number of lives lost.....	10	24	1	.....	17	52
Collisions:						
Number of vessels.....	216	42	131	42	16	447
Tonnage of vessels totally lost.....	4,126	2,760	2,430	977	1,451	11,744
Tonnage of vessels damaged.	265,499	41,671	332,673	34,755	30,712	705,310
Value of vessels.....dollars.	14,996,825	4,319,000	19,937,025	1,844,890	2,321,000	43,418,740
Value of cargoes.....do.	2,998,620	808,055	2,023,765	268,370	289,385	6,388,195
Loss to vessels.....do.	481,115	383,635	587,690	103,665	135,950	1,692,055
Loss to cargoes.....do.	41,875	183,150	18,265	3,350	19,700	266,340
Insurance on vessels.....do.	7,464,030	2,106,025	13,232,645	762,925	1,790,410	25,356,035
Insurance on cargoes.....do.	2,280,385	246,045	948,420	208,370	80,000	3,763,220
Laden.....	99	26	93	18	9	245
Ballast.....	82	13	34	14	2	145
Unknown whether laden or not.....	35	3	4	10	5	57
Wrecks involving total loss.	21	2	1	4	3	31
Casualties involving partial and unknown damage.....	195	40	130	38	13	416
Number of passengers.....	4,560	900	2,489	563	624	9,136
Number in crews.....	2,808	887	2,473	621	419	7,208
Total on board.....	7,368	1,787	4,962	1,184	1,043	16,344
Number of lives lost.....	23	82	1	.....	18	124
Other causes:						
Number of vessels.....	93	36	104	63	81	377
Tonnage of vessels totally lost.....	5,552	2,148	5,595	2,456	9,860	25,611
Tonnage of vessels damaged.	73,474	29,167	182,909	11,050	128,737	425,337
Value of vessels.....dollars.	8,688,215	2,851,800	10,657,200	1,534,290	11,478,300	35,209,805
Value of cargoes.....do.	1,684,090	518,480	1,097,300	223,000	2,451,600	5,974,470
Loss to vessels.....do.	1,001,180	235,600	501,510	355,240	649,400	2,742,930
Loss to cargoes.....do.	112,250	39,975	21,950	30,715	210,760	415,650
Insurance on vessels.....do.	6,276,040	2,620,600	8,444,950	1,038,675	6,129,225	24,509,490
Insurance on cargoes.....do.	1,384,965	33,800	412,345	115,435	437,400	2,383,945
Laden.....	38	19	50	21	65	193
Ballast.....	55	17	54	42	16	184
Wrecks involving total loss.	24	9	14	26	17	90
Casualties involving partial and unknown damage.....	69	27	90	37	64	287
Number of passengers.....	1,259	895	838	757	1,891	5,640
Number in crews.....	1,463	862	1,607	835	2,143	6,910
Total on board.....	2,722	1,757	2,445	1,592	4,034	12,550
Number of lives lost.....	5	12	5	21	75	118
Recapitulation:						
Number of vessels.....	546	137	315	137	132	1,267
Tonnage of vessels totally lost.....	46,444	23,672	19,113	4,354	32,248	125,831
Tonnage of vessels damaged.	438,193	94,703	722,995	56,501	182,640	1,495,032
Aggregate.....	484,637	118,375	742,108	60,855	214,888	1,620,863
Laden.....	292	87	207	50	103	739
Ballast.....	219	47	104	77	24	471
Unknown whether laden or not.....	35	3	4	10	5	57
Wrecks involving total loss.	167	36	31	43	46	323
Casualties involving partial and unknown damage.....	379	101	284	94	86	944
Number of passengers.....	6,115	2,428	3,446	1,597	3,242	16,828
Number in crews.....	6,285	2,839	5,426	1,775	3,231	19,556
Total on board.....	12,400	5,267	8,872	3,372	6,473	36,384
Number of lives lost a.....	54	118	42	25	131	370

^a In addition to the number of lives lost here reported, 243 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost, 613.

TABLE 63.—*General summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1908—Continued.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Recapitulation—Continued.						
Value of vessels . . . dollars . . .	31,554,685	9,793,650	42,924,675	4,418,500	17,054,470	105,745,980
Value of cargoes do	6,946,200	2,069,165	5,507,280	1,066,320	5,218,105	20,807,070
Aggregate do	38,500,885	11,862,815	48,431,955	5,484,820	22,272,575	126,553,050
Losses to vessels do	3,012,155	1,673,085	2,128,850	628,505	1,723,150	9,165,745
Losses to cargoes do	689,780	668,050	128,270	41,720	442,880	1,970,700
Aggregate do	3,701,935	2,341,135	2,257,120	670,225	2,166,030	11,136,445
Insurance on vessels ^a . do	18,527,620	5,882,975	30,440,395	2,546,100	9,321,545	66,718,635
Insurance on cargoes ^a . do	4,373,250	631,810	2,885,400	333,905	1,672,535	9,896,900
Aggregate do	22,900,870	6,514,785	33,325,795	2,880,005	10,994,080	76,615,535

^a Amount of insurance is on 620 vessels and 241 cargoes.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving loss of life, during the year ending June 30, 1908, in four divisions, viz: (1) Foundering; (2) strandings; (3) collisions; and (4) casualties from other causes; showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1907.											
Aug. 21	S. W. Gee	Steamer	62	In harbor		Partial loss.	Ballast	4	2	2	Buffalo Harbor, N. Y.
Sept. 10	H. A. Root	do	198	Milwaukee, Wis.	Kenosha, Wis.	do	Sand and gravel	8	2	2	Kenosha, Wis.
Sept. 21	Alex. Nimick	do	1,908	Buffalo, N. Y.	Duluth, Minn.	Total loss.	Coal	17	6	6	Lake Superior.
Oct. 7	Roann	do	39	Vicksburg, Miss.	Greenville, Miss.	do	Ballast	4	1	1	Mississippi River.
Oct. 8	Teutonic	Barge	253	New York, N. Y.	Stamford, Conn.	do	Coal	2	1	1	Long Island Sound.
Oct. 11	Cypress	Steamer	4,900	Superior, Wis.	Buffalo, N. Y.	do	Iron ore	23	22	22	Lake Superior.
Nov. 24	Grace Collins	Sloop	24	Mispillion River, Del.	Government jetty	do	General	2	2	2	Delaware Bay.
Nov. 24	Refuge	Schooner	143	Vandemere, N. C.	Lupton, N. C.	do	Wood	1	1	1	Pamlico Sound.
Dec. 13	Dredge No. 2	Barge	403	Ashtabula, Ohio	Detroit, Mich.	do	Ballast	9	1	1	Lake Erie.
Dec. 23	New Haven	do	272	South Amboy, N. J.	New Haven, Conn.	Partial loss.	Coal	1	2	2	Long Island Sound.
1908.											
Jan. 11	Eclipse	Ship	1,504	Newcastle, N. S. W.	San Francisco, Cal.	Total loss.	Coal	16	3	3	At sea.
Jan. 23	V. L. Watson	Steamer	55	Bayou Barataria	Towing	Partial loss.	Ballast	11	1	1	Bayou Barataria, La.
Jan. 24	Custis W. Wright	Schooner	113	Chickahominy River	Hampton, Va.	Total loss.	Brick	4	4	4	Hampton Roads, Va.
Jan. 24	Fannie	Barge	948	Philadelphia, Pa.	Boston, Mass.	do	Coal	6	1	1	At sea.
Jan. 24	Gwenlie	do	1,087	Norfolk, Va.	do	do	do	5	3	3	Do.
Jan. 24	Grafton	Schooner	531	Philadelphia, Pa.	Pawtucket, R. I.	do	do	3	5	5	Do.
Jan. 24	White Band	do	1,816	Newport News, Va.	Providence, R. I.	do	do	6	9	6	Delaware Bay.
Jan. —	Baltimore	Bark	692	Hampton Roads, Va.	Savannah, Ga.	do	do	9	6	6	At sea.
Feb. 19	Anspach	do	15	Waukegan, Ill.	Fishing	do	do	6	2	2	Lake Michigan.
Feb. 19	Frank Sissons	Steamer	93	Georgetown, S. C.	Bucksville, S. C.	do	Fish	16	10	10	Waccamaw River, S. C.
May 3	Trenton	do	85	Washington, D. C.	Potomac River landings.	Partial loss.	General	35	11	11	Alexandria, Va.

Total: Vessels, 21; tonnage, 15,162; total losses, 16; partial, 5; number of passengers, 52; number in crews, 158; number of lives lost, 76.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

(2) STRANDINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1907. Aug. 24	Quinnault.	Steamer.	582	San Francisco, Cal.	Aberdeen, Wash.	Partial loss.	Ballast.	.....	22	1	Grays Harbor, Wash.
Sept. 30	Glen.	Schooner.	127	do.	Bear Harbor, Alaska.	Total loss.	Fish.	.....	8	1	Unimak Island, Alaska.
Oct. 8	Bessie J.	Barge.	800	Elizabethport, N. J.	Narragansett Bay, R. I.	Total loss.	Coal.	.....	1	3	Bortien Flats, Narragansett Bay.
Oct. 12	Saxon.	do.	555	Georgetown, S. C.	Philadelphia, Pa.	do.	Lumber.	.....	4	3	Gull Shoul, N. C.
Nov. 6	Servia.	Bark.	1,886	San Francisco, Cal.	Karluk, Alaska.	do.	Fish.	.....	20	3	Kadiak Island, Alaska.
Nov. 21	G. K. Jackson.	Schooner.	400	Thessalon, Ontario.	Saginaw, Mich.	Partial loss.	Lumber.	.....	7	1	Tawis Bay, Lake Huron.
Nov. 28	Alliance.	Steamer.	679	Coos Bay, Oreg.	Portland, Oreg.	do.	General.	.....	23	1	Coos Bay Bar, Oreg.
Dec. 14	Thomas W. Lawson.	Schooner.	5,218	Philadelphia, Pa.	London, England.	Total loss.	Petroleum.	.....	19	17	Selly Islands, Oreg.
1908. Jan. 7	Mary.	Schooner.	28	Seattle, Wash.	Cape Flattery, Wash.	No damage.	Ice.	.....	7	1	Marrowstone Point, Puget Sound, Wash.
Jan. 8	Leonora.	do.	459	Roundpond, Me.	Charleston, S. C.	Total loss.	Fish scrap.	.....	7	5	Diamond Shoals, N. C.
Jan. 9	John F. Miller.	do.	179	San Francisco, Cal.	Bear Harbor, Alaska.	do.	General.	.....	30	7	Unimak Island, Alaska.
Feb. 14	Emily Reed.	Ship.	1,564	Newcastle, N. S. W.	Portland, Oreg.	do.	Coal.	.....	17	8	Nehalem River Bar, Oreg.

Total: Vessels, 12; tonnage, 12,477; total losses, 7; partial, 4; no damage, 1; number of passengers, 54; number in crews, 154; number of lives lost, 53.

(3) COLLISIONS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.
1907. July 12	Natalie B. Nickerson.	Schooner.	128	Newport, R. I.	Fishing.	Total loss.	Fish.	.....	19	3	Nantucket Shoals.
July 21	Columbia.	Steamer.	2,722	San Francisco, Cal.	Portland, Oreg.	No damage.	General.	.....	59	80	Point Delgada, Cal.
Aug. 4	Greyhound.	do.	36	do.	do.	do.	do.	.....	6	1	Hampton Roads, Va.
Aug. 10	No name ^a .	Rowboat.	283	Hall Quarry, Me.	New York, N. Y.	Total loss.	Granite.	.....	9	5	Duluth, Minn.
Aug. 12	Myronus.	Schooner.	.....	Elizabeth City, N. C.	Pleasure trip.	No damage.	Ballast.	.....	6	4	Long Island Sound.
Aug. 13	Ella G ^b .	Gas. yacht.	.....	do.	do.	do.	do.	.....	3	1	Pasquotank River, N. C.

Aug. 19	Oneida.....	Steamer.....	1,322	Norfolk, Va.....	Philadelphia, Pa.....	Partial loss.....	General.....	19	1	Near Cape Charles, Va.
Aug. 25	Gerry.....	do.....	273	Dredging in harbor.....		do.....	Ballast.....	9	5	Baltimore Harbor.
Sept. 5	No name ^c	Rowboat.....							2	Elk River, Md.
Sept. 9	No name ^d	do.....							1	New York Harbor.
Sept. 17	Esther Gray.....	Schooner.....	30	Gloucester, Mass.....	Fishing banks.....	Partial loss.....	Fish.....	11	1	Off Cape Ann, Mass.
Oct. 5	No name ^e	Rowboat.....							1	Hudson River.
Oct. 13	John W. Moore.....	Steamer.....	1,961	Cleveland, Ohio.....	West Superior, Wis.....	Partial loss.....	Coal.....	17	1	Detroit River.
Dec. 10	Baltic.....	Ferryboat.....	637	New York, N. Y.....	Brooklyn, N. Y.....	do.....	Ballast.....	400	6	New York Harbor.
Dec. 12	Dauntless.....	Steamer.....	123	Norfolk, Va.....	Baltimore, Md.....	do.....	do.....		1	Chesapeake Bay.
Dec. 27	Estelle Phinney.....	Schooner.....	922	do.....	Boston, Mass.....	Total loss.....	Coal.....	1	1	Off New Jersey coast.
1908.										
Jan. 28	Edgar F. Luckenbach.....	Steamer.....	272	Jersey City, N. J.....	Brooklyn, N. Y.....	Partial loss.....	Ballast.....	14	1	New York Harbor.
Jan. 31	New York Central No. 24.....	do.....	215	Brooklyn, N. Y.....	Weehawken, N. J.....	do.....	General.....	8	1	Do.
Feb. 4	Emelle E. Birdsell.....	Schooner.....	491	Norfolk, Va.....	Elizabethport, N. J.....	Total loss.....	Lumber.....	7	3	Off Winter Quarter Shoal.
Mar. 27	Altana M. Jagger.....	do.....	132	Providence, R. I.....	New York, N. Y.....	Partial loss.....	Ballast.....	4	1	Providence River, R. I.
Mar. 30	Lydia.....	do.....	39	Seattle, Wash.....	Fishing.....	Total loss.....	Fish.....	10	2	Puget Sound.
May 26	Fame.....	do.....			do.....	do.....	do.....	22	18	At sea.
May 26	No name ^f	Fish boat.....	130	Rockland, Me.....		do.....	do.....	1	1	Columbia River.

^a Collision with steamer Walton B.^b Collision with Sloop Alert.^c Collision with scow in tow of steamer Spring Garden.^d Collision with steamer Edwin Terry.^e Collision with steam yacht Ventura.^f Collision with steamer Daniel Kern.

TABLE 64.—*Wrecks and casualties on and near the coasts and rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1907.												
July 3	George Taulane, Jr.	Schooner.	465	Lying at wharf.		No damage.	Lumber.	.....	7	1	St. Johns River, Fla.	Fell overboard.
July 4	Ruth No. 2.	Steamer.	141	Apalachicola, Fla.	River Junction, Fla.	do.	General.	.....	21	33	Apalachicola River, Fla.	Do.
July 4	Vashon.	do.	244	In harbor.		do.	Ballast.	.....	7	1	Seattle, Wash.	Burned by escaping fuel oil.
July 6	John S. Summers.	do.	66	Calro, Ill.	Mississippi River landings.	do.	Unknown.	.....	10	1	Mississippi River.	Fell overboard.
July 9	Ruth E. Cumnock	Sloop.	7	Brooksville, Mo.	Islesboro, Mo.	do.	Ballast.	.....	7	1	Penobscot Bay, Me.	Vessel capsized.
July 9	Birmingham	Steamer.	187	Stillwells Point, Ark.	Helena, Ark.	do.	Lumber.	.....	12	1	Mississippi River.	Fell overboard.
July 10	Marion.	do.	43	Ketchikan, Alaska.	Maple Bay, B. C.	do.	Ballast.	.....	2	6	Clarence Strait, Alaska.	Explosion of dynamite.
July 12	Vigilant.	do.	15	Provincetown, Mass.	Fishing.	do.	do.	.....	5	1	Cape Cod Bay.	Crushed in machinery.
July 13	Mobjack.	do.	610	Norfolk, Va.	Mathews, Va.	do.	Unknown.	.....	53	18	Chesapeake Bay.	Fell overboard.
July 15	Kauaiwa.	do.	429	Charleston, W. Va.	Pittsburg, Pa.	do.	do.	.....	50	45	Ohio River.	Do.
July 15	W. H. Marston.	Schooner.	1,169	Honolulu, Hawaii.	San Francisco, Cal.	do.	Sugar.	.....	13	1	At sea.	Knocked overboard by lib.
July 16	Grey Eagle.	Steamer.	555	Crystal City, Mo.	Commerce, Mo.	do.	Unknown.	.....	48	56	Mississippi River.	Fell overboard.
July 18	Bristol.	do.	424	Philadelphia, Pa.	Bristol, Pa.	do.	do.	.....	27	1	Delaware River.	Do.
July 20	City of Boston.	Ferryboat.	487	Ferry in harbor.		do.	do.	.....	5	1	Boston Harbor, Mass.	Do.
July 20	John B. Dallas.	Steamer.	127	Lying in harbor.		do.	do.	.....	4	1	New York Harbor, N. Y.	Do.
July 20	Josephine Dresden	Steamer.	84	Lying at wharf.		do.	Wood.	.....	4	1	Sheboygan, Wis.	Explosion of gasoline.
July 21	James A. Garfield.	Schooner.	316	Coos Bay, Oreg.	San Francisco, Cal.	do.	Unknown.	.....	7	1	Off Point Reyes, Cal.	Fell overboard.
July 23	Quincy.	Steamer.	806	Alton, Ill.	St. Louis, Mo.	do.	do.	.....	188	75	St. Louis, Mo.	Fell overboard while working on the wheel.
July 26	Prowess.	Schooner.	46	Lying at wharf.		do.	do.	.....	3	1	Baltimore Harbor, Md.	Fell overboard.
July 29	Jamesstown.	Steamer.	2,898	In harbor.		do.	do.	.....	148	65	Norfolk, Va.	Do.
July 30	William H. Vickery.	Schooner.	25	Rock Hall, Md.	Fishing.	do.	do.	.....	7	1	Chesapeake Bay.	Walked overboard while asleep.
Aug. 5	Mary.	Steamer.	42	Geneva, Ala.	Pensacola, Fla.	do.	Naval stores.	.....	3	10	Choctawhatchee River.	Fell overboard.
Aug. 5	Cape Girardeau.	do.	747	Sto. Genevieve, Mo.	St. Louis, Mo.	do.	Unknown.	.....	74	46	Mississippi River.	Do.
Aug. 6	J. W. Van Sant.	do.	228	Prescott, Wis.	Keokuk, Iowa.	do.	do.	.....	24	1	do.	Do.
Aug. 7	J. S. Warden.	do.	485	Lying at dock.		do.	do.	.....	18	1	Newark, N. J.	Do.
Aug. 8	Greenwood.	do.	270	Charleston, W. Va.	Pittsburg, Pa.	do.	General.	.....	65	28	Ohio River.	Do.
Aug. 9	Boswell.	do.	311	New Bedford, Mass.	Philadelphia, Pa.	do.	Unknown.	.....	13	1	Delaware River.	Do.

Aug. 10	Fairfield.....	do.....	11	Jacksonville, Fla....	Mayport, Fla.....	do.....	3	1	St. Johns River, Fla.	Fell overboard while in-
Aug. 12	Marguerite.....	do.....	128	Towing in harbor...	do.....	do.....	11	1	Boston Harbor, Mass	toxicated.
Aug. 12	Tacoma.....	do.....	276	Pomeroy, Ohio.....	Cincinnati, Ohio...	do.....	36	1	Ohio River.....	Caught in hawser and
Aug. 15	New Hampshire...	do.....	2,305	New York, N. Y.....	New Bedford, Mass...	do.....	100	7	Long Island Sound...	re-dited from injuries
Aug. 16	H. B. Moore, Jr....	do.....	32	In harbor.....	Sistersville, W. Va...	do.....	40	14	Ohio River.....	received.
Aug. 16	Jewel.....	do.....	81	Marietta, Ohio.....	do.....	do.....	25	36	Ohio River.....	Fell between steamer
Aug. 17	Utica.....	do.....	3,533	Lying at dock.....	do.....	do.....	27	4	Buffalo, N. Y.....	and wharf.
Aug. 17	Wisconsin.....	do.....	709	do.....	do.....	do.....	350	37	Milwaukee, Wis....	Fell overboard.
Aug. 18	Pittsburg.....	do.....	148	Pittsburg, Pa.....	Glenfield, Pa.....	No dam-	Ballast.....	9	Ohio River.....	Jumped overboard to
Aug. 19	Lancaster.....	do.....	919	Baltimore, Md.....	Rappahannock	age.	Unknown.....	41	Chesapeake Bay...	recover hat.
Aug. 21	Rosa E.....	Schooner...	40	In harbor.....	River, Va.....	do.....	do.....	17	Bangor, Me.....	Struck by a falling
Aug. 21	Burlington.....	Steamer...	578	Landing at wharf...	do.....	do.....	do.....	21	Bristol, Pa.....	chain.
Aug. 21	Chilo.....	do.....	94	Cincinnati, Ohio...	Chilo, Ohio.....	do.....	General.....	2	Ohio River.....	Walked over board
Aug. 22	Hammond.....	do.....	14	Valdez, Alaska....	Knights Island,	Total	do.....	6	Prince William	while asleep.
Aug. 23	Greyhound.....	do.....	125	Portsmouth, Ohio...	Alaska.....	loss.	Unknown.....	26	Sound, Alaska....	Fell overboard.
Aug. 27	Virginia.....	do.....	1,606	Lying at dock.....	Proctorville, Ohio...	No dam-	Ballast.....	110	Ohio River.....	Fell overboard while
Aug. 30	St. Lawrence.....	do.....	312	do.....	do.....	age.	do.....	25	Chicago, Ill.....	handling gang plank.
Sept. 1	Concordia.....	do.....	136	Lying at landing...	do.....	do.....	Unknown.....	37	Kingston, Canada,	Fell between wharf boat
Sept. 2	Helen White.....	do.....	174	Pittsburg, Pa.....	Dravosburg, Pa...	do.....	Ballast.....	10	L'Argent Landing,	and steamer.
Sept. 3	Monitor.....	do.....	221	do.....	Cincinnati, Ohio...	do.....	do.....	20	La.....	Vessel destroyed by fire.
Sept. 4	W. W. Carré.....	do.....	74	Jordan River, Miss.	New Orleans, La...	do.....	Unknown.....	7	Monongahela River.	Fell overboard.
Sept. 4	Queen City.....	do.....	3,979	Lying at dock.....	do.....	do.....	Ballast.....	24	Ohio River.....	Fell overboard while in-
Sept. 5	Clarion.....	do.....	1,711	do.....	do.....	do.....	General.....	21	Mississippi Sound...	toxicated.
Sept. 5	City of Erie.....	do.....	2,498	do.....	do.....	do.....	Unknown.....	1	Two Harbors, Minn.	Fell overboard.
Sept. 5	Maryland.....	do.....	16	Towing in harbor...	do.....	do.....	Ballast.....	5	Buffalo, N. Y.....	Thrown overboard by
Sept. 6	Star of France....	Ship.....	1,644	Naknek, Alaska....	San Francisco, Cal...	do.....	Unknown.....	322	Cleveland, Ohio...	fall of staging.
Sept. 8	Terror.....	Steamer...	69	New York, N. Y....	Haverstraw, N. Y...	do.....	Ballast.....	19	Do.....	Fell between vessel and
Sept. 8	Goodwill.....	Barge.....	65	Grand Island, N. Y.	Buffalo, N. Y.....	do.....	do.....	3	Do.....	do.
Sept. 9	Frank C. Ball.....	Steamer...	6,909	Lying at dock.....	do.....	do.....	Unknown.....	27	Hudson River.....	Jumped overboard
									Niagara River.....	while intoxicated.
									Duluth, Minn.....	Fell overboard.

TABLE 64.—*Wrecks and casualties on and near the coasts and rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1907.												
Sept. 12	Florence Yates	Steamer	32	In harbor		No damage.	Ballast.		3	1	Rochester, N. Y.	Dragged overboard by hawser.
Sept. 12	Hurlbutt W. Smith.	do	4,602	Lying at dock.		do.	Unknown.		23	1	Chicago, Ill.	Fell overboard while boarding vessel.
Sept. 14	New York	do	540	New York	Cruising for pilotage.	do.	Ballast.		18	1	New York Bay	Steamer's yawl capsized.
Sept. 19	O. H. Brown	Schooner	1,051	Providence, R. I.	Philadelphia, Pa.	do.	Unknown.		8	1	Off Barnegat, N. J.	Washed overboard by heavy sea.
Sept. 21	George Stone	Steamer	1,841	Portage, Mich.	Duluth, Minn.	do.	Coal.		17	1	Lake Superior	Do.
Sept. 24	James L. Ketchum	Schooner	413	Cutler, Ontario	Bay City, Mich.	do.	Unknown.		6	1	Lake Ontario	Lost overboard.
Sept. 25	Princess of Avon.	Schooner	60	Beverly, Mass.	Weymouth, Mass.	do.	do.		4	1	Broad Sound, Mass.	Vessel capsized.
Sept. 25	Antioch.	Barkentine.	986	In harbor		do.	do.		9	1	Konakoy, S. W. Africa.	Fell from aloft to deck.
Sept. 27	Dial.	Steamer	98	do.		Total loss.	General.	2	28	1	New Orleans, La.	Vessel struck a snag and sank.
Sept. 27	Smiths	do	17	San Francisco, Cal.	Oystering.	No damage.	Ballast.		3	1	San Lorenzo, Cal.	Fell overboard while lowering sail.
Sept. 28	Charles H. Richardson.	Schooner	53	Lying at wharf.		do.	Unknown.		3	1	Port Tobacco, Md.	Fell overboard.
Sept. 28	Caledonia.	Steamer	2,197	do.		do.	do.		22	1	Escanaba, Mich.	Fell into hold.
Sept. 29	Annie Perry	Schooner	116	Provincetown, Mass.	Fishing.	do.	Ballast.		20	2	At sea.	Washed overboard by heavy sea.
Oct. 2	Raymond H.	Steamer	55	Newton, Ga.	Albany, Ga.	Total loss.	Cotton.		12	2	Flint River, Ga.	Vessel destroyed by fire.
Oct. 4	Ruth.	do	515	Dayton, Ore.	Portland, Ore.	No damage.	General.	21	28	1	Willamette River	Fell overboard while drawing a bucket of water.
Oct. 7	Cornell	do	37	In harbor		do.	Ballast.		5	1	New York Harbor	Fell overboard.
Oct. 7	Schoolcraft.	do	745	Duluth, Minn.	North Tonawanda, N. Y.	do.	Unknown.		14	1	Niagara River	Fell into the hold.
Oct. 11	Alice.	do	39	In harbor		do.	do.		7	1	New York Harbor	Fell overboard while sitting on the rail.
Oct. 11	City of Naples.	do	2,340	Chicago, Ill.	Buffalo, N. Y.	do.	do.		17	2	Lake Erie	Scalded by escaping steam.
Oct. 11	Alice.	Schooner	307	Milwaukee, Wis.	Northport, Mich.	do.	do.		7	1	Lake Michigan	Accidentally knocked overboard.
Oct. 11	Cape Girardeau.	Steamer	747	Fort Chartres, Ill.	Commerce, Mo.	do.	do.	40	46	1	Mississippi River	Fell overboard.

Oct. 12	Wm. Fairbairn	4,219	Lying at dock.	do.	do.	24	1	Conneaut, Ohio.	Fell through hatchway.
Oct. 13	Bertha	56	do.	do.	do.	6	1	Morgan City, La.	Fell overboard while intoxicated.
Oct. 14	Elina	8	Seattle, Wash.	do.	do.	5	1	Puget Sound.	Fell overboard.
Oct. 17	Iride	32	Mobile, Ala.	do.	do.	7	1	Mobile Bay, Ala.	Fell overboard while intoxicated.
Oct. 17	Joe Brg.	97	Franklin, La.	do.	do.	16	1	Bayou Grand Cal- lou, La.	Capizing of steamer's boat.
Oct. 19	Ohio	3,488	Nome, Alaska.	do.	do.	156	1	At sea.	Fell from aloft to deck.
Oct. 19	T. J. Garlick	179	In harbor.	do.	Ballast.	15	1	Pittsburg, Pa.	Crushed by the ma- chinery.
Oct. 20	Mount Morris	400	Lying at wharf.	do.	do.	17	1	New York Harbor.	Burning of steamer.
Oct. 20	George C. Mark- ham	309	Chicago, Ill.	do.	P a r t i a l loss.	12	1	Green Bay, Mich.	Fell overboard while intoxicated.
Oct. 20	Oregona	370	Portland, Oreg.	do.	No dam- age.	22	1	Willamette River.	Fell overboard.
Oct. 21	Clara G. Silva	81	Gloucester, Mass.	do.	do.	17	10	Georges Bank.	Capizing of dories in a gale while attending trawls.
Oct. 21	Titania	106	Shelbourne, N. S.	do.	do.	17	1	At sea.	Washed overboard by heavy sea.
Oct. 21	Maggie & May	122	Sydney, C. B.	do.	do.	18	1	do.	Lost overboard in a hurricane.
Oct. 22	Mary & Emma	18	In harbor.	do.	do.	2	1	Baltimore Harbor.	Fell overboard.
Oct. 22	Tarson.	338	Evansville, Ind.	do.	do.	30	1	Ohio River.	do.
Oct. 23	J. N. Teal	513	Lying at dock.	do.	P a r t i a l loss.	27	2	Portland, Oreg.	Burning of steamer.
Oct. 25	City of Mt. Clem- ens.	132	do.	do.	No dam- age.	9	1	St. Clair, Mich.	Slipped from rail and fell overboard.
Oct. 28	Margretta	18	do.	do.	T o t a l loss.	1	1	Grindstone Mich.	Burning of steamer.
Oct. 28	Wm. Garlg	193	do.	do.	No dam- age.	38	1	New Orleans, La.	Fell overboard while working on wheel.
Oct. —	Twilight	59	Waterside, N. B.	do.	T o t a l loss.	4	4	At sea.	Never heard from.
Nov. 4	Annie M. Camp- bell.	565	Lying at dock.	do.	No dam- age.	10	1	Astoria, Oreg.	Crushed while loading lumber.
Nov. 6	Falls City	235	Louisville, Ky.	do.	do.	35	1	Kentucky River.	Fell into the lock.
Nov. 12	Ransom B. Fuller	1,802	Lying at dock.	do.	do.	33	1	Gardiner, Me.	Slipped and fell over- board.
Nov. 14	John L. Spedden	38	Baltimore, Md.	do.	do.	4	1	Cambridge, Md.	Fell overboard.
Nov. 15	Bonanza	741	Lying at wharf.	do.	do.	50	1	Cincinnati, Ohio.	Fell overboard while intoxicated.
Nov. 16	Queen Anne	651	do.	do.	do.	31	1	Washington, D. C.	Struck by crank of steamer.
Nov. 17	Maid of Erin.	30	In harbor.	do.	do.	10	1	Baltimore Harbor.	Fell overboard.
Nov. 18	Belle	104	Lying at dock.	do.	do.	3	1	Grand Haven, Mich.	do.
Nov. 19	Henry Lippitt.	790	Portland, Me.	do.	do.	9	1	At sea.	Fell off jib boom in a gale.
Nov. 20	G. K. Jackson	499	Thessalon, Ont.	do.	do.	7	1	Lake Huron.	Washed overboard in a gale.
Nov. 21	Lena White.	126	St. Georges River, Me.	do.	do.	4	1	Near Portsmouth, N. H.	Fell overboard.

TABLE 64.—*Wrecks and casualties on and near the coasts and rivers of the United States, etc.—Continued.*
(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1907.												
Nov. 22	President.....	Steamer.....	5,218	Victoria, B. C.....	San Francisco, Cal..	No damage.	Un known.	530	150	3	Off Grays Harbor, Wash.	Washed overboard by heavy sea.
Nov. 23	Lampasas.....	do.....	2,942	Galveston, Tex.....	Key West, Fla.....	do.	do.	48	51	1	At sea.....	Jumped overboard while intoxicated.
Nov. 24	Walter A. Luckenbach.....	do.....	434	New York, N. Y.....	Norfolk, Va.....	do.	do.	15	1	1	do.....	Crushed in machinery.
Nov. 24	Chemung.....	do.....	2,615	Fairport, Ohio.....	Chicago, Ill.....	do.	General.	23	1	1	Detroit River.....	Jumped overboard while insane.
Nov. 25	Gardiner G. Deering.....	Schooner.....	1,982	Baltimore, Md.....	Portsmouth, N. H.....	Partial loss.	Coal.	11	1	1	At sea.....	Washed overboard in a gale.
Nov. 26	Thomaston.....	do.....	693	Philadelphia, Pa.....	Malden, Mass.....	No damage.	Unknown.	4	1	1	do.....	Lost overboard.
Nov. 28	Taurus.....	Steamer.....	916	New York, N. Y.....	Fishing Banks.....	do.	Ballast.	302	34	1	Off Sandy Hook.....	Heavy sea struck vessel, throwing man at wheel overboard.
Nov. 29	Olympia.....	do.....	2,837	Katalla, Alaska.....	Seattle, Wash.....	do.	General.	198	60	1	Katalla Bay, Alaska.	Killed by breaking of cargo falls.
Nov. —	Bangalore.....	Ship.....	1,743	Norfolk, Va.....	Honolulu, Hawaii.....	Total loss.	Coal.	1	21	22	At sea.....	Never heard from.
Dec. 1	Corra L. Staples.....	Steamer.....	92	Fall River, Mass.....	New York, N. Y.....	No damage.	Ballast.	10	1	1	Block Island Sound.	Lost overboard.
Dec. 1	Mabel.....	do.....	49	Green River, Ky.....	Evansville, Ind.....	do.	Unknown.	7	1	1	Green River, Ky.....	Fell overboard.
Dec. 5	St. Mary's.....	do.....	688	Baltimore, Md.....	Benedict, Md.....	Total loss.	General.	1	28	1	Chesapeake Bay.....	Burning of steamer.
Dec. 5	Thomas and Henry.....	Schooner.....	31	do.....	Potomac River.....	No damage.	Unknown.	9	1	1	do.....	Fell overboard while drawing a bucket of water.
* Dec. 6	Gladys.....	Steamer.....	11	Milton, Fla.....	Pinewood, Fla.....	do.	do.	2	1	1	Blackwater River, Fla.	Supposed accidentally killed by a blow on the head.
Dec. 6	Archon.....	do.....	48	Lockport, La.....	New Orleans, La.....	Partial loss.	Sugar.	20	1	1	Mississippi River.....	Explosion of boiler.
Dec. 6	Horace S. Wilkin-son.....	do.....	3,860	Lying at dock.....	do.....	No damage.	Grain.	22	1	1	Buffalo, N. Y.....	Fell overboard.
Dec. 10	Edna B. King.....	do.....	23	New York, N. Y.....	Passaic, N. J.....	do.	Unknown.	4	1	1	Passaic River, N. J.	Do.
Dec. 12	Sommers N. Smith.....	do.....	211	Wilmington, Del.....	Jersey City, N. J.....	do.	do.	9	1	1	New York Harbor.....	Do.
Dec. 12	Dixie.....	do.....	72	Rome, Ga.....	Gadsden, Ala.....	do.	do.	2	15	1	Coosa River, Ala.....	Do.
Dec. 12	Detroit.....	do.....	2,089	Lying at dock.....	do.....	do.	Ballast.	17	1	1	Detroit, Mich.....	Scalded by escaping steam.

Dec. 12	Greenwood	do.	270	Cincinnati, Ohio	Charleston, W. Va.	do.	General	40	35	1	Ohio River	Lost overboard.
Dec. 14	Mary A. Whalen	Schooner	134	Boston, Mass.	Fishing	do.	Fish	23	27	2	At sea	Capsizing of dory.
Dec. 15	Houma	Steamer	105	New Orleans, La.	Houma, La.	do.	Unknown	27	23	1	Bayou Pero, La.	Fell overboard.
Dec. 19	James Thomas	Schooner	36	Baltimore, Md.	Oystering	do.	do.	8	8	1	Chesapeake Bay	Fell overboard while dredging.
Dec. 24	Benita J.	Steamer	31	Branford, Fla.	Cedar Keys, Fla.	do.	do.	5	1	1	Suwanee River, Fla.	Fell overboard.
Dec. 24	Pathfinder	Steamer	86	San Francisco, Cal.	Piloting	do.	do.	132	31	1	San Francisco Bay	Do.
Dec. 26	Virginia	Steamer	868	Baltimore, Md.	Salisbury, Md.	do.	do.	40	12	1	Chesapeake Bay	Do.
Dec. 28	Sonoma	do.	139	Beverly, Ohio	Marletta, Ohio	do.	General	40	12	1	Ohio River	Do.
Dec. 29	Jos. C. Sult	do.	318	Chicago, Ill.	Kenosha, Wis.	do.	do.	12	1	1	Lake Michigan	Fell overboard and died after rescue.
Dec. 29	Manga Reva	do.	2,214	Baltimore, Md.	San Francisco, Cal.	do.	Coal	25	1	1	At sea	Fell from aloft and was killed.
Dec. —	Alcara	Brigantine	403	Philadelphia, Pa.	Martinique, F. W. I.	Total loss.	do.	7	7	7	do.	Never heard from.
1908.												
Jan. 2	Severn	Schooner	780	In harbor		No damage.	Unknown	3	1	1	Baltimore Harbor	Fell from aloft and died from injuries received.
Jan. 3	Lottie A.	Steamer	9	Norfolk, Va.	Hampton Roads	do.	do.	3	1	1	Hampton Roads, Va.	Fell overboard.
Jan. 4	Breakwater	do.	1,065	Coos Bay, Oreg.	Portland, Oreg.	do.	Coal	49	41	1	Coos Bay, Oreg.	Killed by injuries received from a heavy sea striking steamer.
Jan. 7	Okanogan	Schooner	721	San Francisco, Cal.	Port Gamble, Wash.	do.	Ballast	9	1	1	At sea	Fell from jib boom in a gale.
Jan. 8	Petrel	do.	12	Petersburg, Alaska	Fishing	do.	do.	3	2	2	Pybus Bay, Alaska	Capsized in a gale.
Jan. 11	Nettie B. Greenwell	Sloop	36	Little Choptank River	Cambridge, Md.	do.	Unknown	3	1	1	Chesapeake Bay	Small boat capsized while running anchor.
Jan. 16	Elmer E. Gray	Schooner	121	Gloucester, Mass.	Western Banks	do.	do.	22	1	1	At sea	Fell from main boom in a gale.
Jan. 17	Melrose	Steamer	5,107	Norfolk, Va.	Sabine, Tex.	do.	Ballast	36	1	1	Elizabeth, River Va.	Fell into hold.
Jan. 19	Charles Nelson	do.	629	San Francisco, Cal.	Port Townsend, Wash.	do.	Unknown	25	1	1	At sea	Washed overboard by heavy sea.
Jan. 19	Chas. F. Crocker	Barkentine	855	Redonda, Cal.	Tacoma, Wash.	do.	Ballast	12	1	1	do.	Fell from jib boom in a gale.
Jan. 20	Manomet	Schooner	73	Boston, Mass.	Fishing	do.	Unknown	14	1	1	do.	Capsizing of dory while attending trawls.
Jan. 20	Preceptor	do.	123	Gloucester, Mass.	Grand Bank	do.	do.	18	2	2	do.	Washed overboard during a gale.
Jan. 23	Harry Marsh	Sloop	13	Charleston, S. C.	Cumbehee River, S. C.	do.	do.	2	1	1	Cumbehee River, S. C.	Fell overboard.
Jan. 23	R. Miller	Steamer	83	Deep River, Wash.	Astoria, Oreg.	do.	do.	5	1	1	Columbia River	Fell overboard by breaking of tackle.
Jan. 24	Yakima	Schooner	108	Gloucester, Mass.	Georges Bank	do.	do.	19	1	1	At sea	Washed overboard by heavy sea.
Jan. —	Bluefields	Steamer	736	Jacksonville, Fla.	Philadelphia, Pa.	Total loss.	General	18	18	18	do.	Never heard from.
Jan. —	Northern Eagle	Schooner	36	Key West, Fla.	Mexico	do.	Ballast	9	9	9	do.	Do.
Jan. —	Josephine Elliott	do.	391	New York, N. Y.	Mayport, Fla.	do.	Unknown	7	7	7	do.	Do.
Feb. 1	Speculator	do.	110	Gloucester, Mass.	Western Banks	No damage.	do.	18	2	2	do.	Lost in a gale while attending trawls.
Feb. 4	City of St. Joseph	Steamer	182	Memphis, Tenn.	River Landings	do.	Cotton	76	41	1	Mississippi River	Fell overboard.
Feb. 4	Mindoro	Schooner	679	Newcastle, N. S. W.	Portland, Oreg.	do.	Coal	11	1	1	At sea	Do.

TABLE 64.—*Wrecks and casualties on and near the coasts and rivers of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1908. Feb. 4	Theodore Roosevelt.	Schooner.	125	Gloucester, Mass.	Grand Bank.	No damage.	Unknown.	16	2	At sea	At sea	Went out in a dory to attend trawls and never returned.
Feb. 6	Manteo.	Steamer.	719	Mobile, Ala.	Tampa, Fla.	do.	do.	28	54	Mobile Bay, Ala.	Mobile Bay, Ala.	Fell overboard.
Feb. 9	C. C. Leslie.	Sloop.	6	Charleston, S. C.	Fishing.	do.	Fish.	2	1	Port Royal Sound, S. C.	Port Royal Sound, S. C.	Washed overboard in a gale.
Feb. 9	Pedro Costa.	Steamer.	51	San Francisco, Cal.	do.	do.	Unknown.	10	10	Off San Francisco, Cal.	Off San Francisco, Cal.	Do.
Feb. 9	Defiance.	do.	255	Towing in harbor.	do.	do.	Ballast.	10	1	San Francisco Bay.	San Francisco Bay.	Washed overboard by heavy sea.
Feb. 17	Triton.	do.	259	Brunswick, Ga.	Towing.	do.	do.	10	1	St. Simons Bar, Ga.	St. Simons Bar, Ga.	Knocked overboard by hawser.
Feb. 25	Frederick Koehn.	do.	39	Sheboygan, Wis.	Fishing.	do.	do.	7	1	Lake Michigan.	Lake Michigan.	Fell overboard.
Feb. 26	Tulane.	do.	19	Bayou La Fourche, La.	Trading trip.	do.	Unknown.	3	1	Bayou La Fourche, La.	Bayou La Fourche, La.	Lost overboard.
Feb. 26	C. T. Hill.	Schooner.	140	Coquille River, Oreg.	San Francisco, Cal.	do.	do.	6	1	At sea.	At sea.	Fell overboard while slacking boom tackle.
Feb. 29	Waldo L. Stream.	do.	122	Gloucester, Mass.	Fishing.	do.	do.	18	3	do.	do.	Went to rescue men in a lost dory and never returned.
Feb. —	George R. Vreeland.	do.	423	Hampton Roads, Va.	New York, N. Y.	Total loss.	Lumber.	7	7	do.	do.	Never heard from.
Mar. 1	Mariner.	Steamer.	371	Cairo, Ill.	White River, Ark.	No damage.	Unknown.	27	1	Mississippi River.	Mississippi River.	Fell overboard.
Mar. 3	Mary Garratt.	do.	810	Stockton, Cal.	San Francisco, Cal.	do.	General.	63	30	San Joaquin River.	San Joaquin River.	Do.
Mar. 5	Gazelle.	do.	128	Lying at wharf.	do.	do.	Ballast.	6	17	Owensboro, Ky.	Owensboro, Ky.	Do.
Mar. 5	City of Louisville.	do.	1,681	do.	do.	do.	Unknown.	29	1	Vevay, Ind.	Vevay, Ind.	Fell between wharf boat and steamer.
Mar. 7	Kineo.	Schooner.	119	Gloucester, Mass.	Georges Bank.	do.	do.	18	1	Georges Bank.	Georges Bank.	Fell overboard while bending sail.
Mar. 7	Stella Moren.	Steamer.	215	Sunny Side Mine, Pa.	Pittsburg, Pa.	Total loss.	Ballast.	15	3	Monongahela River.	Monongahela River.	Steamer carried over dam at Lock No. 2.
Mar. 10	C. M. Pate.	do.	82	Carthage, Tenn.	Celina, Tenn.	No damage.	do.	15	1	Cumberland River.	Cumberland River.	Fell overboard.
Mar. 12	Joe Fowler.	do.	356	Lying at wharf.	do.	do.	Unknown.	52	1	Evansville, Ind.	Evansville, Ind.	Fell overboard while intoxicated.
Mar. 18	Cecil H. Low.	Schooner.	79	Gloucester Mass.	Georges Bank.	do.	do.	14	1	At sea.	At sea.	Lost overboard.
Mar. 22	Forester.	do.	638	Lying at wharf.	do.	do.	do.	11	1	Santa Rosalia, Mexico.	Santa Rosalia, Mexico.	Fell overboard while intoxicated.

Mar. 27	J. M. Howell	Steamer	94	Evansville, Ind.	Green River Land- ings, Ky.	do.	do.	8	1	Green River, Ky.	Fell overboard from boat in tow.	
Mar. 29	Yukon	do.	17	Wrangell, Alaska	Seattle, Wash.	do.	Fish	5	1	Near Vancouver Island, B. C.	Washed overboard by heavy sea.	
Apr. 1	Hanaiei	do.	666	San Francisco, Cal.	San Pedro, Cal.	do.	Unknown	35	27	Near San Pedro, Cal.	Lost overboard.	
Apr. 2	Stella B. Kaplan	Schooner	1,078	Philadelphia, Pa.	Boston, Mass.	do.	Coal	8	1	Nantucket Shoals	Fell from aloft to the deck.	
Apr. 5	Alert	Steamer	124	Allegany, Ore.	Marshfield, Ore.	do.	Ballast	20	4	Coos River, Ore.	Fell overboard.	
Apr. 7	Bombay	Barge	1,399	Newport News, Va.	Boston, Mass.	do.	Unknown	6	1	Block Island Sound	Do.	
Apr. 12	Florida	Steamer	2,185	Baltimore, Md.	Norfolk, Va.	do.	do.	77	52	Hampton Roads, Va.	Lost overboard.	
Apr. 12	Teddy	do.	6	Indiana Harbor, Ind.	Chicago, Ill.	do.	do.	3	3	Lake Michigan	Fell overboard while sitting on the rail.	
Apr. 13	Georgie L. Drake	Schooner	465	Lying at wharf		do.	do.	do.	8	1	Charleston, S. C.	Fell from yawl while painting vessel.
Apr. 13	Ft. Gaines	Steamer	114	Columbus, Ga.	Bon Acre Landing, Ala.	do.	do.	do.	12	1	Chattahoochee River	Fell overboard.
Apr. 16	Lizzie	Schooner	29	Northport, Me.	Rockland, Me.	Total loss.	Wood	do.	2	1	Penobscot Bay, Me.	Capsizing of vessel.
Apr. 16	Wm. McNamara	do.	42	Chesapeake City, Md.	Baltimore, Md.	No dam- age.	Unknown	do.	3	1	Chesapeake Bay	Knocked overboard by sail.
Apr. 18	Massachusetts	do.	141	Rose Blanche, N. F.	Fishing banks	do.	do.	do.	18	2	At sea	Capsizing of dory.
Apr. 19	Niagara	do.	112	Gloucester, Mass.	do.	do.	do.	do.	18	1	do.	Washed overboard by heavy sea.
Apr. 20	Alycone	do.	420	In harbor		do.	Ballast	do.	30	1	New York Harbor	Fell from aloft to deck.
Apr. 21	Bill Bailey No. 4	Steamer	7	Lying at wharf		do.	do.	do.	1	1	Memphis, Tenn.	Fell overboard.
Apr. 22	M. W. Hunt	do.	41	do.		do.	Unknown	9	4	2	Baltimore Harbor	Fell overboard while scuffing.
Apr. 22	Chas. Clarke	do.	211	do.		do.	do.	do.	13	1	Galveston Harbor, Tex.	Fell overboard while intoxicated.
Apr. 22	Erie	do.	290	In harbor		do.	Ballast	do.	6	1	Erie, Pa.	Fell overboard.
Apr. 23	Gracie Kent	do.	74	New Iberia, La.	Lake Palourde	Partial loss.	do.	do.	13	1	Bayou Teche, La.	Vessel struck a snag and sunk.
Apr. 26	Gracie	Schooner	80	Lying at dock		No dam- age.	do.	do.	4	1	Brunswick, Ga.	Fell overboard.
Apr. 26	Red Top	Steamer	13	In harbor		do.	Unknown	14	3	1	Beaumont, Tex.	Do.
Apr. 26	Miriam	do.	65	Newport, Ky.	Upper Mississippi River.	Total loss.	General	57	8	11	Mississippi River	Capsized in hurricane.
Apr. 30	M. W. Adams	do.	73	Baltimore, Md.	Chesapeake Bay	No dam- age.	Unknown	5	8	1	Chesapeake Bay	Lost overboard.
May 2	Carrier	Schooner	187	Chicago, Ill.	Charlevoix, Mich.	do.	do.	do.	5	1	Lake Michigan	Washed overboard in a gale.
May 2	Minnie E. Kelton	Steamer	632	Grays Harbor, Wash	San Francisco, Cal.	Total loss.	Lumber	do.	21	11	Off coast of Oregon	Vessel waterlogged in a gale, part were washed overboard and others lost in boat after leav- ing the steamer.
May 3	Dictator	Sloop	9	Charleston, S. C.	Daniels Island, S. C.	No dam- age.	Unknown	do.	2	1	Wando River, S. C.	Fell overboard.
May 4	Celt	Steam yacht.	217	Lying at dock		do.	Ballast	do.	18	1	New York Harbor	Do.
May 8	Chesapeake	Steamer	18	Hampton Roads	Towing	do.	do.	do.	4	1	Hampton Roads, Va.	Fell overboard from screw in tow.
May 12	Geo. Lock	Schooner	32	Point Isabel, Tex.	Lake Charles, La.	do.	do.	do.	3	1	Sabine Pass, Tex.	Fell overboard.

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(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from—	Port bound to—	Result of casualty to vessel.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1908. May 12	Joe.....	Steamer...	18	Hansen City, La....	Towing.....	No damage.	Ballast.....	.....	5	2	Mississippi River....	Capsizing of skiff while attending the towing cable. Lost overboard.
May 14	Tentonla.....	Schooner...	594	Cleveland, Ohio....	Algoma, Wis....	do.....	Unknown.....	.....	7	1	Lake Erie.....	Do.
May 16	Crown Hill.....	Steamer...	306	In harbor.....	.....	do.....	do.....	.....	12	1	Cincinnati, O.....	Fell overboard when boarding vessel.
May 19	Slade Gorton.....	Schooner...	130	Lying at anchor....	.....	do.....	do.....	.....	19	1	Newport, R. I.....	Fell overboard from aloft.
May 22	Wm. A. Grozier...	do.....	116	New Bedford, Mass..	Whaling.....	do.....	do.....	.....	14	1	At sea.....	Fell overboard while aloft.
May 27	Rosamond.....	do.....	1,030	In port.....	.....	do.....	do.....	.....	12	1	Callao, Peru.....	Fell overboard while intoxicated.
May 28	Samuel Clarke...	Steamer...	435	In harbor.....	.....	do.....	do.....	.....	35	1	Cincinnati, Ohio....	Fell overboard.
May 30	Irene.....	Schooner...	772	Knappton, Wash....	Astoria, Oreg....	do.....	do.....	.....	12	1	Columbia River....	Capsizing of schooner's boat.
June 9	Anita D.....	Steamer...	40	New Orleans, La....	Covington, La....	do.....	do.....	.....	5	1	Lake Pontchartrain, La.	Fell overboard from aloft.
June 16	Alert.....	Schooner...	99	Lying at wharf.....	.....	Partial loss.	Ballast.....	.....	20	2	Gloucester, Mass....	Explosion of gasoline.
June 20	Katherine.....	Steamer...	45	Orange, Tex.....	Port Arthur, Tex..	No damage.	Unknown.....	.....	5	1	Sabine Lake, Tex....	Drowned while swimming to secure steamer's boat adrift.
June 28	Susie H. Davidson	Schooner...	546	Lying at dock.....	.....	do.....	do.....	.....	7	1	Delaware River.....	Fell overboard between the steamer and dock.
June 29	Chippewa.....	Steamer...	996	Victoria, B. C.....	Port Townsend, Wash.	do.....	General.....	207	47	1	Puget Sound.....	Fell overboard.

Total: Vessels, 244; tonnage, 136,792; total losses, 16; partial losses, 8; no damage, 200; number of passengers, 4,655; number in crews, 3,983; number of lives lost, 348.

TABLE 65.—*Summary of wrecks and casualties on or near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ended June 30, 1908, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	6		6	4	5	21
Tonnage.....	2, 492		7, 546	272	4, 852	15, 162
Passengers.....	1			51		52
Crews.....	16		67	36	39	158
Lives lost ^a	16		35	4	21	76
Strandings:						
Vessels.....	3	6	1		1	11
Tonnage.....	1, 814	5, 017	400		5, 218	12, 449
Passengers.....	1	53				54
Crews.....	14	107	7		19	147
Lives lost ^a	10	24	1		17	52
Collisions:						
Vessels.....	12	2	1		1	16
Tonnage.....	4, 828	2, 761	1, 961		130	9, 680
Passengers.....	410	168				578
Crews.....	127	69	17		22	235
Lives lost ^a	23	82	1		18	124
Other causes:						
Vessels.....	4	2	2	7	8	23
Tonnage.....	1, 216	646	3, 551	1, 068	5, 773	12, 254
Passengers.....	1	6		60	1	68
Crews.....	67	23	28	123	84	325
Lives lost ^a	5	12	5	21	75	118
Totals:						
Vessels.....	25	10	10	11	15	71
Tonnage.....	10, 350	8, 424	13, 458	1, 340	15, 973	49, 545
Passengers.....	413	227		111	1	752
Crews.....	224	199	119	159	164	865
Lives lost ^a	54	118	42	25	131	370
Vessels totally lost:						
Vessels.....	14	7	5	6	14	46
Tonnage.....	6, 575	7, 036	7, 304	565	13, 991	35, 471
Passengers.....	3	204		75	1	283
Crews.....	100	136	56	77	153	522
Lives lost ^a	37	115	32	19	130	333
Vessels damaged:						
Vessels.....	11	3	5	5	1	25
Tonnage.....	3, 775	1, 388	6, 154	775	1, 982	14, 074
Passengers.....	410	23		36		469
Crews.....	124	63	63	82	11	343
Lives lost ^a	17	3	10	6	1	37
Vessels not damaged:						
Vessels.....	60	16	32	67	34	209
Tonnage.....	28, 370	12, 407	45, 731	17, 097	20, 997	124, 602
Passengers.....	1, 014	1, 046	645	940	957	4, 002
Crews.....	762	398	526	1, 308	694	3, 688
Lives lost.....	66	19	37	70	51	243
Aggregate:						
Vessels.....	85	26	42	78	49	280
Tonnage.....	38, 720	20, 831	59, 189	18, 437	36, 970	174, 147
Passengers.....	1, 427	1, 273	645	1, 051	958	5, 354
Crews.....	986	597	645	1, 467	858	4, 553
Lives lost.....	120	137	79	95	182	613

^a Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 370 lives lost on vessels sustaining material damage, 205 were lost on steamers and 165 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 12, sailing vessels 42; Pacific coast, steamers 94, sailing vessels 24; lakes, steamers 39, sailing vessels 3; rivers, steamers 25, sailing vessels 0; at sea, steamers 35, sailing vessels 96.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years.

ATLANTIC AND GULF COASTS^a.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows.....					2						2
Brooklin.....			1								1
Ellsworth.....			1								1
Gotts Island.....		1				2					3
Green Island Ledge.....										1	1
Horseshoe Ledge.....						1					1
Moose Island.....			1								1
Placentia Island.....	1	1									2
Staples Ledge.....						1					1
Swan Island.....	1										1
Tuppers Ledge.....								1			1
York Narrows.....		1								1	2
Blue Hill Bay approaches:											
Black Ledge.....							1				1
Johns Island Ledge.....					1			1			2
Little Duck Island.....	1									1	2
Serag Island.....				1							1
Boothbay:											
Boothbay and Townsend Harbor.....	2		4								6
Spruce Point.....			1								1
Squirrel Island.....		1							1		2
Tumblers Island.....					1						1
Cape Elizabeth.....			1		1		1				3
Broad Cove.....			1								1
Portland Head.....	1										1
Richmond Island.....			1					1			2
Trundys Reef.....		1	1		1				1		5
Zebs Cove.....								1			1
Cape Neddick.....										1	1
Boon Island Ledge.....				1							1
Cape Porpoise.....				1							1
Bumpkin Island.....			1								1
Folly Island.....		1									1
Goat Island.....				1						1	2
Green Island.....						1					1
Cape Small Point.....				1							1
Bald Head Rocks.....				1							1
Fullers or Glovers Rock.....							1				1
Casco Bay:											
Aldens Rock.....			1	1							2
Broad Sound.....											1
Bush Island.....							1	1			2
Bustings Island.....								1			1
Cousins River.....							1				1
Cundy Harbor.....						1					1
Cushings Island.....							2				2
Great Chebeag Island.....			1								1
Haddock Rock, Broad Sound.....					1						1
Long Island.....	1					1			1		3
Peaks Island.....	1	1				1					3
Ragged Island.....				1							1
Ram Island and Ledge.....		1			2		1				4
Turnip Island.....							1				1
Yarmouth River.....										1	1
Cobscook Bay:											
West Pembroke.....	1										1
Cranberry Island, Great.....	2	1	1		2			1			7
Sperlin Rock.....								1			1
West Bunkers Ledge.....								1	1		2
Cranberry Island, Little.....		1		2		1			1		5
Bakers Island and Bar.....							1				1
Hardings Ledge.....										1	1
Cutler and approaches.....	2		1						1	1	5
Damariscotta River and approaches:											
Bantam Rock.....	1						1		1		4
Damiscove Island.....		2	3	3						1	9
Fishermans Island.....	1										1

^a In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
MAINE—continued.											
Mount Desert Island:											
Bass Harbor Bar and Head	1		1					2			4
Bear Island			1						1		2
Eastern Bunkers Ledge										1	1
Long Ledge							1				1
Otter Point									1		1
Rodicks Island										1	1
Seal Harbor				2						1	3
Southwest Harbor	2						1			1	4
Mount Desert Rock					1						1
Muscle Ridge Channel:											
Ash Island									1		1
Birch Island							1				1
Channel Rock		1									1
Crescent Island (near)				1							1
Dix Island						1	1				2
Fawn Ledge								1			1
Fishermans Island								1			1
Gangway Ledge								1			1
Garden Island Ledge				1				1			2
Grindstone Ledge		1	4	2						1	8
Hay Island Ledge		1	1					1			3
High Island							1				1
Hurricane Ledge		1									1
Lark Ledges	1										1
Lobster Cove	1										1
Long Ledge, Seal Harbor		1			1						2
Monroe Island				1							1
Otter Island Ledge	1		1								2
Seal Harbor			1				2				3
Sheep Island and Shoals							1		1		2
Spruce Head Island	1				1		1			1	4
Stallion Ledge										1	1
Sunken Ledge								1			1
Upper Gangway Ledges	1				1	1					3
White Head Island	1	1			1	1		1			5
Yellow Ledge							1				1
Muscongus Bay:											
Friendship	1						1				2
Kegs, The	1										1
Martins Point									1		1
Pemaquid Point						2					2
Muscongus Bay approaches:											
Duck Rocks					1				1		2
Monhegan Island			3		1		1				5
Narraguagus Bay and approaches:											
Baldwins Head	1										1
Black Ledge										1	1
Jerrys Ledge	1										1
Millbridge										2	2
Penobscot Bay:											
Browns Head							1				1
Cape Jellison									1		1
Isle au Haut			1				1		1		3
Long Island				1		1					2
Odoms Ledge					1						1
Seal Island	1				1			1			3
Vinal Haven Island					1		1	1		1	4
Wooden Ball Island										1	1
Penobscot Bay, East:											
Airys Ledge							1				1
Black Ledge										1	1
Brimstone Island					1						1
Burnt Cove				1						1	1
Dogfish Island					1					1	1
Fort Point Ledge						1				1	1
Halibut Ledge				1							1
Pond Island			1								1
Sheep Island Ledge										1	1
Thurlow Island						1					1
Penobscot Bay, West:											
Bantam Ledge						1					1
Barley Ledge					1						1
Camden	1										1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
MAINE—continued.											
Penobscot Bay, West—Cont'd.											
Drunkards Ledge.....				1							1
Great Spruce Head.....	1										1
Hurricane Island.....										1	1
Inner Bay Ledges.....							1		1		2
Matinicus Ledge.....								1			1
Metinic Island.....									1		1
Roaring Bull Ledges.....		1					1				2
Rockland.....	2		2					1			5
Saddle Island.....									1		1
Seal Ledge.....	1						1				2
Southern Triangles.....					1						1
Spragues Ledge.....					1						1
Two-Bush Island and Reef.....			1	1					1	1	4
Pigeon Hill Bay:											
Green Island.....		1									1
Petit Manan Island and Point.....	3	2			2		1				8
Portland Harbor.....				1	1						2
Simontons Cove.....							1				1
Portsmouth Harbor (Maine side):											
Clarks Island.....				1							1
Fishing Islands.....	1			2		3	1	2		1	10
Gerrish Island.....				1	2		1				4
Hicks Rocks.....					1					1	2
Kittery Point.....		1						1	1		4
Logys Ledge.....							3			1	4
Phillips Rocks.....				1							1
West Sister.....						1					1
White Islands.....				1							1
Wood Island.....			1		1						2
Prospect Harbor.....				1							1
Moultons Ledge.....					1						1
Spruce Point.....			1								1
Quoddy Roads.....	2		2	1			3		1	1	10
Lubec.....									1		1
Sail Rock.....				1							1
Wallace Cove.....									1		1
West Quoddy Head.....					1				3	1	5
Saco Bay:											
Ferry Beach.....									1		1
Negro Island Ledge.....	1		1	2			2		1		7
Prouts Neck.....			1								1
Scarboro Beach.....				1							1
Sharps Rocks.....									1		1
Stage Island.....			2							2	4
Stratten Island.....					1						1
Wood Island.....									1		1
St. Croix River:											
Robbinston.....	1										1
St. Georges River and approaches:											
Allens Island.....				1			1				2
Burnt Island.....					1						1
Davis Island.....							1				1
Griffins Island.....	1										1
Gunning Rocks.....	1										1
Harts Island Bar and Ledges.....	1		2	2	2	1	2	1			11
Hay Ledge.....					1	1					2
Hoopers Island.....	1	1					1				3
Little Seavey Island.....								1	1		2
Marshall's Point.....			1	1			1				3
Mosquito Island.....								1			1
Old Man Ledge.....		1			1		1				3
Otis Cove.....		1									1
Port Clyde.....	3	1	2		1						7
Sisters, The.....				1							1
Stone Island.....		1	1								2
Stone Point.....		1									1
Thomaston.....		1									1
Thompsons Island and Ledges.....					1			1			2
Turkey Point.....			1								1
Two-Bush Island.....				1							1

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
MAINE—continued.											
Sheepscot Bay and River:											
Barter's Island									1		1
Cuckolds, The	1										1
Fire Island	1										1
Sawyers Island			1					1			2
Southport Island			1								1
Tennants Harbor	1		1								2
Long Cove		1									1
Southern Island							1		1		2
Wheeler's Bay:											
Clarks Island								1			1
Southern Island Reef						1					1
York River and approaches:											
Godfreys Cove					1						1
NEW HAMPSHIRE.											
Foss Ledges					1					1	2
Hampton:											
Great Boars Head			1								1
Isles of Shoals:											
Appledore Ledge		1									1
Cedar Ledges	1										1
Duck Island		1	1				1				3
Portsmouth Harbor (New Hampshire side)									1		1
Port Point		1			2						3
Frost Point									1		1
Great Island					1				1		2
Jerry's Point	1				2	2					5
Odiornes Point	1						1			1	3
Rocks, mouth of harbor	1										1
Wood Island										1	1
Rye Ledge		1		1		1					3
Stielmans Rocks			1		1		1				3
Wallis Sands			1				1				2
Western Ledges				1							1
MASSACHUSETTS.											
Beverly Bay			4								4
Boston Bay and Harbor	3	3	1					1		1	9
Bird Island Flats					1					1	2
Black Rock and Channel	2						1	1			4
Black Rock, Cohasset	1										1
Brewsters, The	3	2					1	2	3	2	13
Bumkin Island								1			1
Castle Island	1			2		2					5
Cohasset Harbor	2										2
Commercial Point		1									1
Deer Island				1		1					2
Devils Back	1		1				2	1	2		7
Dorchester Bay	1		1				1	1		2	6
Gallups Island	4				1	3	1	1			10
Georges Island	1				2	1		1	7	2	14
Graves, The									1		1
Great Fawn Bar							1				1
Hardings Ledge						2		1			3
Hull Beach	2										2
Hunts Ledge		1		1							2
Long Island				1			1				2
Lovells Island	2	1		1	1	1	4	3		3	16
Lower Middle			2			1			1		4
Middle Ground	2	2		1	2		1				8
Minots Ledge			1								1
Moon Island	1									1	1
Nixs Mate							3	1		1	5
Nut Island	1										1
Peddocks Island				1				1			2
Pig Rocks					1						1
Pleasure Bay		1	1						1		3
Point Allerton					1	2			1	1	5
Quincy Beach	3								1		4
Rainsford Island	3										3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Cont'd.											
Ram Head.....				1	1		1	3	3	1	10
Shag Rocks.....			1	2							3
Spectacle Island.....	2										2
Thompsons Island.....	3						1				4
Toddy Rocks.....	3	1		1							5
Weymouth.....	1									1	2
Winthrop.....										1	1
Brant or Green Harbor Point.....	2				2						4
Buzzards Bay:											
Angelica Point.....	1										1
Cuttyhunk Harbor.....	1			1		1			1		4
Dumpling Rock.....		1					2				3
Great Ledge.....			1								1
Gull Island.....									1		1
Husseys Rock.....			1								1
Mishaum Ledge.....								1			1
Mosher Ledge.....							1				2
Nashawena Island.....									2		2
New Bedford Harbor.....	1										1
Penikese Island.....										1	1
Cape Ann:											
Annisquam.....		1				1					2
Averys Ledge.....	1										1
Bay View.....	1							1			2
Braces Cove.....		1				1					2
Dog Bar.....		1	2	2	1	1	1				8
Dollivers Neck.....								1	1		2
Eastern Point.....	1		1	1	1	2	1				7
Gap Head.....						1					1
Gloucester.....	6			1	1			1		2	11
Kettle Island.....						1					1
Lanesville.....		1	1						1		3
Londoner, The.....					1	1		2			4
Long Beach.....				1							1
Milk Island.....				1	1				1		3
Muscle Point.....						1					1
Pigeon Cove.....	6			1	1		1				9
Rockport.....	3	2	1	1	1		2	1		1	12
Salvage, The.....			1						2		3
Straitsmouth Island.....				1				1			2
Ten-Pound Island.....	5										5
Thatchers Island.....				1						1	2
-Cape Cod:											
Bearses Shoal.....					1					2	3
Cahoons Hollow.....		1		1							2
Chatham.....	2	2					1				5
Chatham Bar.....					1		3	1	1	1	7
Highland Light.....			1		1				2	1	5
Monomoy Point.....			1		1		1				4
Nauset Beach.....	1	2	1	1	1			1	2	1	11
Orleans Beach.....	2	1		2		1					6
Pamet River.....									2		2
Peaked Hill Bar.....	4	1	2	2	1		3	1	2	1	17
Pollock Rip.....	1	2	1	1			3	1	2	1	12
Race Point.....	3		2	4		3	2		6	6	26
Shovelful Shoal.....	4	3	6	6	2	3	3	2	1	2	32
Stone Horse Shoal.....				1	1	2			1		5
Cape Cod Bay:											
Barnstable.....					2		2				4
Beach Point.....			1								1
Brewster.....	1										1
Long Point.....		1		1	1						3
Provincetown.....	18				2	2		1			23
Sandwich.....							1				1
Sandy Neck.....					1						1
Truro.....						1				1	2
Wood End.....	3	4	2	5	2	7	3		1	9	36
Duxbury Beach.....					1						1
Fall River.....										2	2
Gurnet Point.....	2	1		1		3			1	1	9
Ipswich Bay:											
Essex Bar.....									2	1	3
Ipswich Bar.....	4			1		2	2	4	2	1	16

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
MASSACHUSETTS—continued.											
Lynn Harbor.....						1					1
Marblehead and approaches.....	4							1		1	6
Marshfield.....		1									1
Marthas Vineyard:											
Cape Poge.....		1						2	1		4
Cedar Tree Neck.....	1		1								2
Chappaquiddick Point.....	1		1					1			3
Cottage City.....					1			1			2
East Chop.....			1				1				2
Edgartown.....	1										1
Gay Head.....			1		1				3	1	6
Menemsha Bight.....	2			1			4	1	2	1	11
No Mans Land.....						1			1		2
Vineyard Haven.....	22	1	3	2	1		1	2			32
Wasque Shoal.....				2							2
West Chop.....			1	1	1	1					4
Nahant Bay:											
Nahant.....			1					1		1	3
Shag Rock.....	1										1
Nantucket:											
Bar and Bay.....	2	1	2	1	1	2	2			1	12
Coscata.....	1				1	1	1			1	5
Great Neck.....	1										1
Great Point and Great Rip.....		1	1		1		1			3	7
Maddequet.....							2				2
Nantucket Shoals.....	1		1	1	2				1		6
Nantucket Sound:											
Bishop and Clerks Shoals.....			1				1				2
Chatham Roads.....			2	1							3
Common Flats.....					1		1				2
Dennisport Beach.....								1		2	3
Dog Fish Bar.....			1					1		1	3
Handkerchief Shoal.....	1	2	3	3	2	3	4		3	1	22
Hardings Beach.....				1					1		2
Hawes Shoal.....							1		1		2
Horseshoe Shoal.....							1	1			2
Hyannis.....	1		1	1						1	4
Kill Pond Bar.....					1			1		1	3
Long Shoal.....							1				1
Muskeget Island.....	1			2						2	5
Mutton Shoal.....	1										1
Skiff Island Shoal.....									1		1
Tuckernuck Shoal.....			1	2							3
Newburyport approaches:											
Newburyport Bar.....	4	2	3	8	3	5	4	4		3	36
Plum Island Point.....	1										1
Salisbury Point.....		1					1				2
Plum Island.....		2		2	2			1			7
Plymouth Bay:											
Browns Bank.....			7	2		2		2	2	2	17
Cow Yard, The.....	1										1
Dicks Flat.....						1	1				2
Plymouth.....	9	1		1							11
Saquish Head.....	1		3								4
Salem Harbor and approaches:											
Bakers Island and Shoals.....				1	1						2
Curtis Point.....										1	1
Half Tide Rock.....								1			1
House Island.....	1										1
Juniper Point.....			2								2
Misery Island.....							1				1
Salem Harbor.....	2			1		1					4
Scituate.....	2		1								3
Fourth Cliff.....			1					2	1		4
North Scituate.....	1		1		1					1	4
Vineyard Sound:											
Cuttyhunk Island.....	1	3		1	1	2	1				9
Falmouth.....				2							2
Hedge Fence Shoal.....		1	2				1		2		6
L'Homme Dieu Shoal.....				1							1
Middle Ground.....				1						1	2
Nashawena Island.....	1		2		1			1			5
Naushon Island.....	1	1							1	3	6
Nobska Point.....			1					1		1	3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
MASSACHUSETTS—continued.											
Vineyard Sound—Continued.											
Nomanasset Island.....							1		1	1	1
Pasque Island.....							1		1		2
Robinsons Hole.....				1							1
Sow and Pigs.....	2	1	2					1		1	7
Tarpaulin Cove.....	1				1		1				3
Woods Hole.....		3			3			1			7
RHODE ISLAND.											
Block Island:											
Block Island Breakwater.....	2	2	1	1	1		2				9
East side of.....	1		1	2							4
Grove Point.....					1						1
New Harbor.....		1	1	1		2		1			6
New Shoreham.....						1	3	3	1	2	10
Sandy Point.....	1	1					1				3
South Shore.....					1	1	3		1	1	7
West side of.....	1	1				2					4
Charlestown Beach.....										1	1
Narragansett Bay:											
Adams Point.....							1				1
Bonnet Point.....							1				1
Brentons Point and Reef.....							1				1
Buttonwood Beach.....										2	2
Castle Hill.....	1										1
Church Point.....					1						1
Coal Mine Point.....								1			1
Coddington Point.....	1										1
Conanicut Island.....		1				1	1				3
Cormorant Rock.....							1				1
Dumpling Rock.....									1		1
Dutch Island.....	1				1	2				1	5
Eastons Beach.....			2								2
Fish Rock.....	1										1
Gardiners Neck.....	1										1
Goat Island.....				1				1			2
James Ledge.....							1				1
Jones Ledge.....			1								1
Muscle Bed Shoal.....	1										1
Nayatt Point.....					1						1
Newport.....	4			1		2	1	1			9
Patience Island.....			1								1
Pine Tree Beach.....									1		1
Portsmouth.....		1								1	2
Providence River.....								1		1	2
Prudence Island.....	7			1	1					1	10
Rose Island.....	1									1	2
Sachuest Neck and Beach.....			1								1
Sakonnet Point.....		2						1			3
Sakonnet River.....										1	1
Warwick Neck.....					1		2				3
Whale Rock.....					1						1
Noyes Beach.....		1									1
Point Judith.....	2		2			1	2	1	3	3	11
Quonochontaug Beach.....					1						6
Watch Hill.....					1			1	1	3	2
Catumb Reef.....			1								7
Napatree Point.....	3	1							3		5
Pleasant View Beach.....										5	1
Spindle Reef.....						1					1
Sugar Reef.....							1				3
Branford Harbor.....						1		1	1		4
Bridgeport.....				1						1	2
Cedar Point.....										1	1
Connecticut River (mouth of):											
Saybrook Bar.....				1		1	2				4
Fairfield Beach.....	1										1
Fishers Island Sound:											
Bartletts Reef.....	1										1
East Clump.....	1										1
Latimers Reef.....										1	1
Middle Clump.....			1								1
Mystic River (mouth of).....	2	1									3
Noyes Rock.....				1							1
Ram Island Reef.....							1				1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
RHODE ISLAND—continued.											
Greenwich.....					1						1
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....			1								1
Captain Islands.....						1		1			2
Cockenoes Islands.....		1									1
Duck Island.....					1		2		1	1	5
Faulkners Island.....		1		2				1			4
Flat Island.....								1			1
Greens Ledge.....								1			1
Goose Island.....		1		1							2
Long Sand Shoal.....								1			1
Norwalk Islands.....	1	1					1			3	6
Penfields Reef.....							1				1
Smiths Reef.....							1				1
Thimbles, The.....	1	1									2
New Haven Harbor:											
New Haven.....						1		1		4	6
Savin Rock.....				1							1
New London Harbor and approaches.....	3		1			1					5
Black or Southeast Ledge.....				1							1
Eastern Point.....				1						1	2
Saugatuck River (mouth of).....	1										1
Shippan Point.....	1					1					2
Stamford Harbor.....				2						1	3
Stonington Harbor.....				2				1		1	4
Stratford Point.....				1							1
Wilson Point.....			1								1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....	2						2				4
Gardiners Island.....							1				1
Napeague Bay.....	1							1			2
Shagwong Reef.....	1										1
East River:											
Astoria.....			1								1
Barretto Point.....		1									1
Blackwells Island.....	1				1						2
Bowery Bay.....							1				1
Hell Gate.....	1	1	5	2	1	3	1	1		2	17
Hell Gate, Flood Rock.....		1									1
Hell Gate, Mill Rock.....		1									1
Hell Gate, Negro Head.....	1	1									2
Hell Gate, Rylanders Reef.....	1	1									2
Hell Gate, The Hogs Back.....	1	1		2							4
Lawrence Point.....							2				2
Man-of-War Rock.....	2						1			1	4
North Brother.....	1		1	3	1			2		1	9
Old Ferry Point.....	1										1
Randalls Island.....					1						1
Rikers Island.....				1							1
South Brother.....		1									1
Sunken Meadows, The.....	1	1		2					1		5
Wards Island.....				1		1			1	1	5
Gardiners Bay:											
Gardiners Island (see Block Island Sound). ..											
Sag Harbor.....	1						1				2
Shelter Island.....		1									1
Long Island (outside):											
Amagansett.....					1			1			2
Coney Island.....						1			1		2
Coney Island (Sheepshead Bay).....	1	1									2
Fire Island Beach.....	1	1	1			3	3	1	1	3	14
Fire Island Inlet.....	2	1	5	6	9	6	6	1	2	3	41
Gilgo Inlet.....		1						2			3
Great South Bay.....	7				3	6	11	21	10	11	69
Hempstead Bay.....		1									1
Jamaica Bay.....									1		1
Jones Beach.....					1					2	3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
NEW YORK—continued.											
Long Island (outside)—Cont'd.											
Long Beach.....	3		3	3	1		2	1			13
Montauk Point.....	2	1				1		2		2	8
Moriches Beach.....	1	2		1						2	6
Moriches Bay.....								1	1		2
Napeague.....	2				1						3
New or Jones Inlet.....		2	2	5	1	1	2	1			14
Quogue.....		1				1					2
Rockaway and Far Rockaway Beach.....		1	1		1	2		1			6
Rockaway Inlet and Shoals.....	3	1	3	7	1	3	1		1		20
Shagwong Point.....						1					1
Shinnecock Beach.....							1		1	1	3
Short Beach.....										1	1
Zachs Inlet.....	2					1				1	4
Long Island Sound:											
Bayville.....										1	1
Big Tom Rock.....							1			1	2
City Island.....			1								1
Cold Spring Harbor.....						2					2
Davenport or Davids Island.....			1								1
Duck Pond Point.....	2										2
Eatons Neck.....		1	1	1	3	2			1		9
Execution Rocks.....						2		1	1	1	5
Fishers Island.....	2	1	2	1	1		5	1	2	2	17
Glen Cove.....										1	1
Great Gull Island.....							1	1			2
Hallocks Landing.....				1							1
Hart Island.....		1		1	1				1	1	5
Hortons Point.....	1	1	1				1		1		5
Little Gull Island.....				2	1			1		1	5
Lloyds Neck.....		1			2						3
Luce Landing.....	1										1
Manursing Island.....											
Matinecock Point.....		2	1						1		3
Mount Sinai.....	3										3
New Rochelle Harbor.....			1			1		1			3
Oak Neck Point.....							1				1
Old Field Point.....	1		1								2
Oyster Pond or Orient Point.....	2				1						3
Peacock Point.....							1				1
Peconic Bay.....									1		1
Plum Island.....	1		3		1			1		1	7
Port Jefferson.....	2		1								3
Port Washington.....											
Race Rock.....		1					1	3	1		6
Rocky Point.....	1	2							1		4
Rodmans Neck.....								1			1
Rye Point.....	1			1						1	3
Stepping Stones.....									1		1
Throggs Point.....										1	1
Valiant Rock.....		1									1
Wicopessett Island.....								1			1
New York Bay and Harbor:		1	1				1	1			4
Bay Ridge.....	1								1		2
Bedloes Island.....		1					1				2
Black Tom Island.....	1										1
Constable Point.....		1									1
East Bank.....				1							1
Governors Island.....		1				1					2
Gravesend Bay.....						6					6
Great Kills.....				1							1
Nortons Point.....			1							1	2
Oyster Island.....				1							1
Princess Bay.....	1										1
Romer Shoal.....	3	1	4	2			1	2		2	15
South Brooklyn.....		1									1
Staten Island.....	1				1	2	1		1		6
Swash Channel.....		1	1						1		3
West Bank.....		1	1	1			1				4

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
NEW JERSEY.											
Absecon Inlet.....	3	4	2	2	7	3	1	2	6	1	31
Atlantic City.....	1		1		2		1		1	1	7
Barneget Inlet.....	1		2	4	1	1	3	4	4	6	26
Brigantine Beach and Shoals.....		2		1	1	4	1	2			11
Cape May.....	2	1	1						1	1	7
Cold Spring Inlet.....	1	2	2	1						1	7
Corsons Inlet Bar.....		2									2
Delaware Bay (see also Delaware):											
Ben Davis Shoal.....			1	1							2
East Point.....				1							1
Egg Island Point.....		1							3	1	5
Green Creek.....			1								1
McCries Shoal.....				1							1
Maurice River Cove.....								1			1
Overfalls or South Shoals.....	1							1			2
Five Mile Beach.....					2	1					3
Great Egg Harbor and Inlet.....	10	13	10	4	3	1	2		1		44
Hereford Inlet.....	1	1		3	4	4	6		3	14	36
Highlands.....					1	2					3
Island Beach.....			2	2	2	1		1	2	1	11
Little Egg Harbor.....				2		2	2	1			7
Little Egg Harbor Inlet or New Inlet.....		5	5	2	3	1	2	5		4	27
Long Beach.....	3	1	2	3	2	1	1		2	1	16
Long Branch.....				1			1		1		3
Ludlam Beach.....	1							1			2
Monmouth Beach.....			1	1							2
Newark Bay, Shooters Island.....					1						1
Pecks Beach.....				1							1
Port Monmouth.....	1										1
Raritan Bay:											
Keyport.....	1			3							4
Perth Amboy.....	1										1
Raritan.....			1								1
Sandy Hook.....	4	2	3	2		6	3			5	25
Flynns Knoll.....	2			2			1				5
Horse Shoe.....			1		1	7		3	1		13
Seabright.....								1			1
Shrewsbury River.....			1	1	1	1	1	2		1	8
Spring Lake.....		1									1
Squan Beach.....		2					1	1		2	6
Tathams.....		1			1						2
Townsend's Inlet.....		2	3		2			1	2	2	12
Tuckers Beach.....						1					1
Turtle Gut Inlet.....			1		1						2
DELAWARE.											
Cape Henlopen.....	2	3	3	3	2		1				14
Hen and Chickens Shoal.....				1							1
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....	1				1			1		1	4
Bombay Hook.....							1				1
Broadkill River (mouth of).....			1								1
Brown Shoal.....						1					1
Joe Flogger Shoals.....	3										3
Lower Middle.....				1							1
Mispillion River.....						3					3
Old Bear Shoal.....						2					2
Ship John Shoal.....							1		1		2
Delaware Breakwater.....	3	1	1	1		1	1		1		9
Indian River Inlet.....	3	1		2	3	1		1			11
Lewes.....	3	2	2			1	5	1	3	3	20
Rehoboth Beach.....		1	1			1					3
MARYLAND.											
Chesapeake Bay:											
Bush River.....							1				1
Cedar Point.....				2	1			1			4
Chester River (mouth of).....		1			1						2
Cove Point.....			1								1
Dorchester Beach.....							1				1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
VIRGINIA—continued.											
False Cape.....		1	1	3	1		1	2	1		10
Pebble Shoals.....	1	3	1	1	3	1		1			11
Fishermans Island.....						1		1			2
Gargathy Inlet.....							2				2
Great Machipongo Inlet.....	2	1	3		1	3	3	1	2	4	21
Hampton Roads:											
Bush Bluff Shoal.....							1				1
Crane Island Flats.....		1									1
Hampton Bar.....			1		1						2
Newport News.....					1			1			2
Rip Raps.....					1			1			2
Sewalls Point.....	1										1
Hog Island.....		1		1	1	1	1			1	6
Little Island.....							1	4			5
Metomkin Island and Inlet.....		1	1		3	1	2			1	9
New Inlet Shoals.....			1								1
Paramore Beach.....			1			1					2
Sand Shoal Inlet.....		1		1	1	1	1				5
Ship Shoal Inlet.....			3			1	2				6
Smiths Island.....	1					3		3	1		8
Isaac Shoals.....	1	1		2	2	2			1		9
Virginia Beach.....			1			3					4
Wachapreague Inlet.....		2				3	1				6
Dawson Shoals.....	1			1			2		1		6
Wallops Beach.....	1	3	1			2		2			9
Winter Quarter Shoals.....				1				1			2
NORTH CAROLINA.											
Albemarle Sound:											
Camden Point.....									1		1
Croatan Sound.....			1	1							2
Greenfield Point (near).....	1										1
Kitty Hawk Bay.....			1					1			2
Pasquotank River (mouth of).....											
Roanoke River (mouth of).....						1					1
Beaufort Inlet.....						1		3	1		5
Big Kinnakeet (also see Pamlico Sound).....		1			1						2
Bodies Island (also see Pamlico Sound).....					1			1			3
Bogue Island and Inlet.....		2					3	2	1	1	9
Cape Fear and Frying Pan Shoals.....			1	2	3	1	2	1	5	1	16
Cape Fear River (mouth of).....	1	3		3	4	3	3	2	1	2	22
Cape Hatteras.....		2	1		1		1	2		1	8
Diamond Shoals (inner and outer).....		2	2	1	1		3		1		10
Cape Lookout.....	1	1	1	3	1	4	2	2	2	2	19
Cape Lookout Shoals.....			1	1	1	3	2			1	9
Chicamacomico.....		1					1	1			3
Core Beach.....	1	2			3		1	1		2	10
Core Sound.....	4		3		1		3	7	1	1	20
Currituck Beach.....						3					3
Currituck Sound.....	1							1	1		3
Jews Quarter Island.....			1								1
Drum Inlet.....				1							1
Durants (also see Pamlico Sound).....	1		1							1	3
Gull Shoal (also see Pamlico Sound).....	1	2	1	1	1		1	1	1	1	10
Hatteras Inlet (also see Pamlico Sound).....		1			1					1	3
Kitty Hawk.....		1						1			2
Little Island.....									1		1
Little Kinnakeet (also see Pamlico Sound).....	1	1									2
Lockwoods Folly Beach.....									1		1
Nags Head.....								1	1		2
New Inlet.....		1		1	1	1					4
Ocracoke Inlet.....		2		2	2		2	2	1	4	15
Ocracoke Island.....	1	2		2				2			7
Oregon Inlet.....		2			1						3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
NORTH CAROLINA—continued.											
Pamlico Sound:											
Big Kinnakeet.	2	2	1	1		3	1	1			11
Brant Island.	1					1					2
Bluff Shoal.							1				1
Chicamacomico.									1		1
Cockle Shoal.								1		2	3
Creeds Hill.								1	1	1	3
Durants.	2			1	1	1		1	2	3	11
Gull Island and Shoal.	1		1			2				3	7
Harbor Island Bar.								1	1		2
Hatteras Inlet.									2		2
Hog Island Reef.									1		1
Howard Reef.						1					1
Little Kinnakeet.				1							1
Maw Point.									1		1
Log Shoal.			1								1
Nine Foot Shoal.									2		2
Ocracoke Inlet.	2			1		1	7		2		13
Olivers Reef.	1			1					2		4
Oyster Shoal.	1	1	1			1		1	1	1	7
Pamlico Point.					1						1
Porpoise Point.		1									1
Roanoke Marshes.		1									1
Royal Shoals.	1	1	1							1	4
Portsmouth Island.		1							1		2
Shallotte Inlet.		3				1					4
Southport.		1									1
Wash Woods.				1		1					2
SOUTH CAROLINA.											
Bay Point.	1										1
Bulls Bay.					1						1
Calibogue Sound:											
Dafuskie Island.	1										1
May River.			1								1
Cape Romain.	1		1								2
Capers Island.	1										1
Charleston.						2					2
Charleston Bar.	2	1	1	2							6
Drunken Dick Shoal.					1						1
Edisto Island.	1									1	2
Fripps Island.	1										1
Georgetown Breakers.		1					1				2
Hilton Head Island.	2				1						3
Hunting Island.			1								1
Little River Inlet.		1							3		4
Long Island.	1										1
Morris Island.		1									1
Port Royal Bar.	2						1		1	1	5
St. Helena Sound and approaches.						1			1		2
Singleton Swash.									1		1
Stone Inlet.		1									1
Sullivans Island.		2	1	2		1	1				7
Winyah Bay.				1							1
Wolf Island Shoal.									1		1
GEORGIA.											
Altamaha Sound.	1		1								2
Brunswick.	3	1	2								7
Cumberland Island and Shoal.	1	2								1	4
Darien.	1			1							2
Doboy Sound and approaches.	1						1				2
Harris Neck.	1										1
Jekyll Island.	1										1
Long Island.						1					1
Ossabaw Island.					1						1
St. Simons Island.			1							1	2
Sapelo Sound and approaches.	1										1
Savannah River (mouth of).	2								1		3
Tybee Island.	1	1	2								4
Wassaw Island.					1						1
Wilmington River (mouth of).	1										1
Wolf Island, Spit, and Shoals.				1		3					4

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
ALABAMA.											
Mobile Bay and approaches:											
Alabama Port.....				2							2
Dixie Island.....		1								2	3
Fort Morgan.....					1				1		2
Huron Bay.....									1		1
Little Dauphin Island.....									5		5
Mobile Bar and Bay.....		2	1	2	1				32		38
Mobile Point.....			1				1				1
Mon Louis Island.....									1		1
Navy Cove.....						1				1	1
Petit Bois Island.....	1		1							1	3
Sand Island.....	2		1								3
MISSISSIPPI.											
Mississippi Sound:											
Biloxi.....				1					1		2
Cat Island.....									2		2
Gulfport.....									1		1
Horn Island.....	2								2		4
Mississippi City.....				1							1
Pascagoula.....											2
Ship Island.....									2		2
									4		4
LOUISIANA.											
Calcasieu Bar.....				1					1		2
Chandeleur Islands.....	2	1		3	1	3	2	1	1	1	15
Lake Pontchartrain.....		1									1
Le Petit Pass.....										1	1
Little Constance Bayou.....	1										1
Mississippi River (mouth of).....				1	1				1	1	4
Pass Fourchon.....	1										1
Trinity Shoal.....										1	1
TEXAS.											
Aransas Bay.....						1					1
Aransas Pass.....		3	1	3	1	3				2	13
Bollivar Peninsula.....									3		3
Brazos Santiago.....		4	1	2	2	5	4	1		1	20
Galveston Bar.....	4	5	1	1		2	2	1	1	2	19
Galveston Bay and Harbor.....	1	1	6	1	1					2	12
Laporte.....			1								1
Pelican Spit.....			1	1						1	3
Galveston Island.....	5		1			1	1				8
Matagorda Bay.....				3							3
Matagorda Island.....		1									1
Mustang Island.....	1		1	2							4
Padre Island.....	1		1								2
Pass Cavallo.....	1	1			1				1	3	7
Port Arthur.....							1			1	2
Sabine Pass.....	1							1	1	3	6
West of.....			1								1
St. Joseph Island.....	1										1
San Bernard Bar.....				2							2
San Luis Pass.....	3	2					1				6
Velasco.....	3	1	3							1	8
PORTO RICO.											
Arecibo.....									1		1
Arroyo.....			1		1		1				3
Cape San Juan.....						1					1
Guanica.....										1	1
Humacao.....										1	1
Luquillo.....						1					1
Ponce.....		1									1
Salinas.....							1				1
San Juan.....						1					1
Varia Talegas Point.....										1	1
Vieque or Crab Island.....		1							2		3
Yabucoa.....								1		1	2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST.*

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
ALASKA TERRITORY.											
Admiralty Island.....		2							1		3
Akutan Pass.....						1					1
Bristol Bay.....				1				1		1	3
Cape Hinchbrook.....									1		1
Cape Menchikof.....			1								1
Cape Nome.....	1	1	8	1	5	1		3	2	7	29
Cape Prince of Wales.....							1	1			2
Cape Rodgnof.....									1		1
Cape Rodney.....			2								2
Cape Romanzof.....		1	2								3
Cape York.....							1				1
Chatham Strait.....					1			1		1	3
Chignik Bay.....								1			1
Chirikoff Island.....								1			1
Chowiet Island.....										1	1
Clarence Strait:											
Blashke Island.....	1										1
Etolin Island.....					1						1
Mount Andrew.....									1		1
Cold Bay Harbor.....						1					1
Cooks Inlet.....			1								1
Coronation Island.....			1								1
Dixons Entrance.....		1									1
Dutch Harbor.....					1						1
Frederick Sound, Five Fingers Rocks.....				1						1	2
Geese Island, Kadiak Island.....						1					1
Glen Island.....					1						1
Golovin Bay.....			1								1
Goodnews Bay.....			1								1
Herrington Bay.....					1						1
Kadiak Island.....		1	2					2		1	6
Kagalaska Island.....			1								1
Kashevarof Island.....	1										1
Katella River.....										1	1
Kayak Island.....					1	1	2		1		5
Kotzebue Sound.....								1			1
Cape Blossom.....								1		1	2
Chamisso.....		1									1
Deering.....										1	1
Kuskokwim Bay.....							1				1
La Touche Island.....									1		1
Long Island.....									1		1
Lynn Canal, Shelter Islands.....	1		1								2
Douglas Island.....						1					1
Eagle Harbor.....							1				1
Funters Bay.....						1					1
Haines Mission.....		1									1
Sullivan Island.....			1								1
Taiya Sahnka.....	1										1
Martin Islands.....										1	1
Midway Island, Stephens Pas- sage.....	1										1
Montague Island.....	1						1				2
Nakchamik Island.....	1										1
Nelsons Lagoon.....									1	1	2
Nortons Sound.....								1			1
Nunivak Island.....		1		1				1			3
Nushagak River (mouth of).....							1				1
Point Hope.....	1										1
Paint Wooley.....										1	1
Port Clarence Harbor.....				2							2
Pribilof Islands.....		1									1
Prince of Wales Island.....	1						1				2
Prince William Sound.....			1						1	2	4
Pybus Bay, Frderick Sound.....	1										1
Revillagigedo Channel, Mary Island.....	2										2
Revillagigedo Island.....					1						1
Rocky Point.....			1								1

* In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
ALASKA TERRITORY—continued.											
Safety			1								1
St. Lawrence Island			2								2
St. Michael		6	1	1				3		1	12
Sannak Islands			2					1			3
Seal Rock	1										1
Shumagin Islands		1					1	3	1		6
Sitka (near)							1				1
Spasskaia Island, Icy Straits						1					1
Stephens Passage			1								1
Stuart Island			1								1
Tigalda Islands	1										1
Tongass Narrows		1				1		1			3
Umnak Island					1						1
Unalaska Island					1					1	2
Unga Island			1	1		1		1			4
Unimak Island			1	1						2	4
Valdez									1		1
Wrangell Island							1				1
Wrangell Strait	1	1	1					1		2	6
HAWAII.											
Hawaii Island			3	2							5
Kahoolawe Island								1			1
Kauai Island			1	3						1	5
Lanai Island			1								1
Maui Island		1	2	1				2			6
Molokai Island			1								1
Oahu Island	1	2		2	2	1	1	2	3	2	16
WASHINGTON.											
Cape Disappointment				1							1
Cape Flattery				2	1				1	2	6
Cape Johnson											1
Grays Harbor						3	4	1	3	4	15
North Spit							1				1
Hoh River (mouth of)					1	1					2
Lapush				1							1
Ocean Beach						1					1
Puget Sound				1		1					2
Hoods Canal									1		1
Marrowstone Point						1	1			1	3
Meadow Point				1							1
Point Defiance						1					1
Point Jefferson									1		1
Point Nodule					1						1
Point No Point						1	1				2
Point Polnell				1							1
Point Wilson		2					1		1		4
Port Blakeley			1								1
Port Gamble										1	1
Port Orchard									1		1
Port Townsend								1			1
Restoration Point									1		1
Richmond Beach						1					1
Rocky Point	1										1
Tacoma			1								1
West Point			1						1		2
Whitbey Island	1						1				2
Queets River (mouth of)									1		1
Shoalwater Bay or Willapa Bay	1		3		1		2		2	1	10
Strait of Fuca:											
Angelos Point					2	1					3
Clallam Bay									2	1	3
Gettysburg									1		1
Hein Bank						1					1
Neah Bay						1	1				2
New Dungeness						1				1	2
Pillar Point	1									1	2
Port Angeles								1			1
Sekon Point						1					1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
WASHINGTON—continued.											
Washington Sound:											
Bellingham Bay.....							2		1		3
Decatur Island.....				2							2
Fairhaven.....	1			1							2
Fidalgo Island.....	1										1
Jones Island.....										1	1
La Conner.....						1					1
Lummi Island.....			1			1					2
Obstruction Island.....	1										1
Orcas Island.....	1										1
Point Roberts.....			1	2							3
Richardson.....										1	1
San Juan Island.....				1					1		2
Sinclair Island.....				1							1
Smith Island.....				2							2
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit.....			1				1	2	4		8
Columbia River Bar.....									1	1	2
Desdemona Sands.....					1	1	2		3	2	9
Peacock Spit.....					1	1					2
OREGON.											
Alseya Bay.....	1							1			2
Cape Arago.....	1	1	1	1				1			5
Cape Blanco.....						1					1
Cape Foulweather.....											1
Coos Bay Bar and Bay.....	1	1			2		2	4	2	3	15
Coquille River (mouth of).....	9	2	4	6	4	3	6	3		1	38
Double Headed Rock.....						1					1
Nehalem River (mouth of).....					1					2	3
Nestuggah Bay and Bar.....			2			2					4
Point Adams.....		3					1			1	5
Port Orford.....						1					1
Rogue River Bar.....				1	1		1				3
Siuslaw River (mouth of).....		3				2	1	1		2	11
Tillamook Bar.....	1	2			1	1			1	1	7
Umpqua Bar.....		2					1	1	1	1	6
Yaquina Bar.....	1			1		1			1	1	3
Yaquina Head.....							1				1
CALIFORNIA.											
Albion River (mouth of).....				1							1
Bihlers Point.....						1	1				2
Bodega Head.....					1			1			2
Bolinas Beach.....									1		1
Bolinas Point.....									1		1
Cape Mendocino.....								1			1
Caspar.....	1										1
Cayucos.....					1						1
Crescent City.....							1				1
Cuffeys Cove.....										1	1
Del Mar.....								1			1
Drakes Bay.....								1			1
Double Point.....			1								1
Duxbury Point.....	1		1								2
Farallones.....									1		1
Fish Rock.....					1						1
Fisks Mill.....				1							1
Fort Bragg.....		1	1	1	1			2			6
Fort Ross.....			1								1
Golden Gate.....			1								1
Fort Point.....		1	1	1			1	1			5
Golden Gate Park.....			1	1			1		1		4
Lime Point.....			1	1	1	1					4
Point Diablo.....		1		1							1
Point Lobos.....			1								1
South Side.....				1		1	2				4
Greenwood Landing.....	1										1
Half Moon Bay.....							1				1
Hueneme.....								1	1		2

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
CALIFORNIA—continued.											
Humboldt Bar and Bay.....	2	1		1	1	3	1	3	5	2	19
Iversons Landing.....					1						1
Klamath River Bar.....										1	1
Little River (mouth of).....			1								1
Long Beach.....							1				1
Mare Island, San Pablo Bay.....		1									1
Monterey.....								1		2	3
Needle Rock.....									1		1
Pigeon Point.....									1		1
Point Arena.....			2			1			1		4
Point Bonita.....			1			1					2
Point Conception.....									1		1
Point Esteros.....							1				1
Point Fermin.....										1	1
Point Gorda.....			1	1	1	1			1		5
Point Loma.....									1	1	2
Point Montara Reef (near).....		2									2
Point Pinos.....							1		1		2
Point Reyes.....						1				1	2
Point St. George.....										1	1
Point San Luis.....						1					1
Point San Pedros.....							1				1
Redondo Beach.....						1		1	1		3
Russian River.....										1	1
Salt Point.....		1									1
San Diego Bay.....									1	1	2
San Francisco Bay and Harbor.....				1					2	1	4
Alcatraz Island.....	1										1
Alviso.....	1										1
Angel Island.....			1			1		1	2		5
Anita Rock.....	1										1
Brothers, The.....					1						1
Castro Rocks.....			1					1			2
Point Richmond.....				3			1				4
San Mateo.....		1									1
San Pablo Bay.....						1					1
Santa Barbara.....							1		1		2
Santa Barbara Islands:											
San Clemente Island.....		1	1	1				1			4
San Miguel Island.....				1							1
San Nicholas Island.....				1							1
Santa Cruz Island.....	1									1	1
Santa Rosa Island.....										1	1
San Pedro.....								2		1	3
Shelter Cove.....									1		1
Suisun Bay.....					1						1
Surf Beach.....							1				1
Tomales Point.....						1					1
Trinidad Head.....										1	1
Union Landing.....										1	1
Ventura.....			1								1

GREAT LAKES.^a

LAKE ONTARIO.											
Big Sandy Creek, N. Y.....	1			1							2
Big Sodus, N. Y.....									1		1
Braddocks Point, N. Y.....		1									1
Cape Vincent.....						1		1			2
Charity Shoals.....								1			1
Charlotte.....			1						1		2
Devils Nose, N. Y.....					1						1
Ford Shoal.....							1				1
Fort Niagara, N. Y.....	1					1	1		1		3
Galloo Island.....					1						1
Grenadier Island, N. Y.....					1						1
Henderson Bay.....								1			1

^a In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

[NOTE.—This list includes also places on the Canadian shore where American vessels have stranded.]

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
DETROIT RIVER—continued.											
Grosse Isle and Shoal.....				1					1	4	6
Limekiln Crossing.....	2	3	10	7	1	4	1	3	11	3	45
Peach Island.....									1		1
Stony Island.....		1									1
Sugar Island.....									1		1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.....		1		1			1		1		4
Middle Ground, Mich.....					1						5
Point Edward, Canada.....			1					1	2		3
St. Clair Lake.....	1	3	4	2	2	1	1	3			15
St. Clair River.....	2	2		2		1	1	2	2	2	14
Stag Island, Canada.....	1	1				1	3		2	2	10
Windmill Point, Mich.....										1	1
LAKE HURON.											
Alabaster, Mich.....		1		1	1						3
Alcona, Mich.....	1										1
Algoma Mills, North Passage, Ontario.....			1			1					2
Alpena, Mich.....								1			1
Ausable and Point Ausable, Mich.....	2	1	1	1	1				2	1	9
Black River Island and Reef, Mich.....	1					1	2				4
Boot Jack Island, Mich.....								1			1
Burnt Cabin Point Reef, Mich.....		4	1						1		6
Cape Hurd, Ontario.....					1						1
Charity Islands, Mich.....			2								2
Cockburn Island, Canada.....			1								1
Corsica Shoal, Mich.....					1	2					3
Detour Passage, Mich.....	4	1	3	2	2	1		2		2	19
Drummond Island, Mich.....						3			1		4
Duck Island, Mich.....			1			1			2		4
Elm Creek, Mich.....		1		1	1			1	2		6
False Presque Isle, Mich.....	1		1	2		1	1	1	1		8
Forest Bay, Mich.....				1							1
Fort Gratiot, Mich.....								2			2
Fox Island.....		1									1
Georgian Bay, Canada.....							2			1	3
Aird Island, Ontario.....								1			1
Ariel Rock.....									1		1
Barrow Bay.....				1					1		1
Bears Rump.....						1					1
Collingwood.....								1			1
Cove Island.....	1										1
Darch Island.....				1							1
Depot Harbor.....							1				1
Devils Island.....							1				1
Fitzwilliam Island.....				1							1
Giants Tomb Island.....			1								1
Green Island.....						1					1
Midland Harbor.....							1				1
North West Bank.....						1					1
Russell Island.....				3							3
Scarecrow Island.....				4							4
Tobermory.....		1									1
Grindstone City, Mich.....	1	1									2
Gull Island, Mich.....					1						1
Hammonds Bay, Mich.....	1	1	1	1		1	1			1	7
Hardwood Point, Mich.....				1							1
Harrisville, Mich.....						1					1
Kincardine, Ontario.....			1		1						2
Lake View Beach, Mich.....	1		1	6		1	1		1		11
Maple Point, North Channel, Ontario.....				1							1
Martin Reef, Mich.....				1		1	1	1	1		5
Middle Island, Mich.....				3	1	1		2			8
Nine Mile Point, Mich.....			1		2		1	1			5
North Channel, Ontario.....								1	2		3

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
LAKE HURON—continued.											
North Point, Mich.....	1	1	3	2	2		3	1			13
Ottawa Point, Mich.....		1	6								7
Pointe aux Barques, Mich.....		1	1	3	5	1		1	3		15
Port Crescent.....							2				2
Port Hope, Mich.....		1			1			3			5
Presque Isle, Mich.....			2	1	1			1			5
Richmondville.....										1	1
Saginaw Bay, Mich.....					1				1		2
Sand Beach.....	4	2	1	5		1	1		1	2	17
Seven miles south of.....	1	1									2
Sanilac, Mich.....	1								1		2
Sturgeon Point, Mich.....		1									1
Sulphur Island, Mich.....	1										1
Tawas, Mich.....		1				1	1	1		1	5
Thunder Bay.....					1				1		2
Island and Reef, Mich.....	1	3	1	1		1	1	2		1	11
Tobin Reef, Mich.....		1									1
ST. MARYS RIVER.											
Fryingpan Island.....								1			1
Hay Lake.....	1	1		1						1	4
Mud Lake.....			1						1		2
Pipe Island.....	1						1				2
Pointe aux Pins, Canada.....		1								1	2
Round Island.....								2	2	1	5
Sailors Encampment.....		1	2		1			1	3	1	9
St. Marys River.....	2	1	6	6	6	3	6	8	8	10	56
Topsail Island.....	2	1									3
Vidal Shoal.....									1		1
LAKE SUPERIOR.											
Apostle Islands, Wis.:											
Madaline Island.....							2		1		3
Outer Island.....									1		1
Sand Island.....		1						1			3
Ashland, Wis.....							1	1			2
Baptism River (mouth of), Minn.....	1							1			2
Beaver Bay, Minn.....	1		1				2				4
Caribou Island, Canada.....				1					1		2
Carvers Bay, Mich.....									2		2
Chaquamegon Bay and Point, Wis.....		1							2	2	5
Copper Harbor, Mich.....	1										1
Copper Mine Point, Ontario.....			1								1
Crisps, Mich.....				1	1	2	1			2	7
Deer Park, Mich.....	2										2
Duluth, Minn.....	1	1	2		1			4			9
Eagle River, Mich.....	1	1				1		1			4
Encampment Island.....								2			2
French River, Minn.....							1				1
Fort William, Ontario.....									1		1
Fourteen Mile Point, Mich.....				1				1			2
Gooseberry River (mouth of), Minn.....					1				1		2
Grand Island, Mich.....	1					1		1			3
Grand Marais, Mich.....				3	1	1	1	1	1		8
Grand Portage Island.....						1					1
Granite Point, Minn.....		1		1							2
Gratiot River (mouth of), Mich.....	3					1					4
Gros Cap Reef.....										1	1
Gull Island.....								3	1		4
Gull Point, Mich.....									1		1
Huron Island, Mich.....	1										1
Iron Ore River (mouth of).....						1					2
Iroquois Island, Mich.....								1	1		2
Isle Royale, Mich.....	4			1				2	2		9
Keweenaw Bay, Mich.....			1						1		2
Bete Grise Bay.....					2						2
Point Abbaye.....									1		1
Point Isabelle.....								2			2
Knife Island, Minn.....				1		1					2
Lester River (mouth of).....						1					1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
LAKE SUPERIOR—continued.											
Mamainse Point Canada,					1						1
Manitou Island, Mich.		1					2			1	3
Marquette, Mich.				2						1	3
Middle Ground, Mich.		2									2
Ontonagon, Mich.									1		1
Pan Cake Shoal, Ontario.							1				1
Parisian Island.										1	1
Partridge Island, Mich.								1			1
Pie Island, Ontario.		1									1
Pointe au Sable, Mich.				2			1	3			6
Point Iroquois, Mich.							2			1	3
Portage River.										1	1
Presque Isle, Mich.				1						1	2
Redmyer, Minn.								2			2
Ship Canal, Mich.	3	1	4				2		5	1	18
Split Rock Point, Minn.		1	1					2			4
Sucker River (near), Mich.						1					1
Superior, Wis.									1		1
Taquamenon Island, Mich.									1		1
Train Island, Mich.				1							1
Two Harbors, Minn.			1	1					1		3
Two Heart River, Mich.	2			1							3
Two Islands, Minn.								1			1
Vermilion Point, Mich.	1		1	3	1	1	2			1	10
Victoria Isle, Canada.					1						1
White Fish Point, Mich.		4	1	1		2	1	1	2	1	13
STRAITS OF MACKINAC.											
Bois Blanc Island.		3	3	3	1		2	2	3	1	18
Cecil Bay, Mich.				1							1
Cheboygan, Mich.			1	1	1			3	1	1	8
East Moran Bay.								1			1
Graham Shoal, Mich.				1				2			3
Mackinac Island, Mich.	2			1	2		1	1	1	1	9
Major Shoal.								1			1
Old Point Mackinac, Mich.		1						2	1	2	6
Poe Reef, Mich.								1			1
Pointe aux Chenes, Mich.				1							1
Point au Sable.								2			2
Round Island, Mich.		1				4				1	6
St. Helena Island and Shoal, Mich.	1			1			1				3
St. Martins Point, Mich.							1				1
LAKE MICHIGAN.											
Algoma, Wis.			1		1					1	3
Baileys Harbor, Wis.	1	1	4	2		1		1		1	11
Beaver Island, Mich.	1		2	5			2	1	1	3	15
Big Rock Point, Mich.					1						1
Big Summer Island, Mich.	1								1		2
Calumet, Ill.							2	1			3
Cana Island, Wis.	1										1
Cat Head Point, Mich.		1									1
Charlevoix, Mich.			1	4		1	1		3		10
Chicago Harbor, Ill.	1	2	2	2	3	2		1		1	14
Clay Banks, Wis.						1			2		3
Craigs Bay.			1								1
Deaths Door, Wis.	2										2
Detroit Island and Harbor, Wis.		1				1	1		1		4
Dunne Park, Ind.									1		1
Empire, Mich.				1							1
Epoufette, Mich.									1		1
Fishermans Shoals, Wis.		1	2					1	1		5
Fox Point, Wis.			1	1		1	2	1		2	8
Frankfort, Mich.	1				1			1			3
Garden Island, Mich.		1		1							2
Glen Arbor, Mich.		1								1	2
Glencoe, Ill.				2				1			2
Glen Haven, Mich.	1			1	1						3
Good Harbor Bay and Reef, Mich.			1	1							3
Grand Haven, Mich.				1		4	1				6

GREAT LAKES—Continued.											
Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
LAKE MICHIGAN—continued.											
Grande Pointe au Sable, Mich.	2	1	2			1	1	1		1	3
Grand Traverse Bay, Mich.				1		1	1				1
Gravel Island, Wis.							1	1			3
Grays Reef, Mich.								1			1
Green Bay:											
Arthur Bay, Mich.				1						1	2
Bark River, Wis.								1			1
Cedar River, Mich.		2	1		1		1			1	6
Chambers Island, Wis.				1	1					1	3
Chippewa Point, Mich.				1	1						2
Eagle Harbor.			1								1
Escanaba, Mich.							1				1
Eleven-foot Shoals, Mich.	1										1
Ford River, Mich.	1										1
Green Island, Wis.	1										1
Hedge Hog Harbor, Wis.	2	1									3
Little Sturgeon Bay, Wis.								1			1
Nine-foot Shoal, Wis.								1			1
Oconto Reef, Wis.								1			1
Peninsula Point, Mich.			1				1				2
Peshigo River (mouth of), Wis.	1	1							1	1	4
Point Rochereau, Mich.								1			1
Red River (mouth of), Wis.							1				1
Round Island, Mich.									2		2
Sable Point, Wis.								1			1
Shoemakers Point.			1								1
Sister Bay, Wis.							1				1
Squaw Point, Mich.									1		1
Sugar Creek, Wis.		1									1
Whale Back Shoal, Mich.				1					1		2
Grosse Point, Ill.									1		1
Gull Island and Reef, Mich.	1	1			1			2	1		6
High Island, Mich.				2							2
Holland, Mich.			1		3	2		2		3	11
Indiana Harbor.										2	2
Jacksonport, Wis.	1			1	2			1			5
Kewaunee, Wis.									1		1
Little Point au Sable, Mich.				1				1			2
Little Traverse Bay.						1					1
Ludington, Mich.	1			3				1			5
Manistee, Mich.	1			2				1			4
Manistique, Mich.			1	1		1				1	4
Manitowoc, Wis.			2	1					1	2	6
Mequon, Wis.				1							1
Michigan City, Ind.	1				1			1		1	4
Middle Village, Mich.				1		1					2
Milwaukee, Wis.	4	1	1	3	2	2	3	4	2	1	23
Mud Bay, Wis.				1							1
Muskegon, Mich.	3	1	1	1							6</

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
LAKE MICHIGAN—continued.											
St. Martins Island, Mich.					3			1			4
Saugatuck, Mich.							1				1
Scotts Point, Mich.	1										1
Seul Choix Point, Mich.								1			1
Sheboygan, Wis.	1									1	3
Simmons Reef, Mich.				2	1	4	2	1			10
Skilligalee, Mich.	2				1			1	1		5
Sleeping Bear Point, Mich.		2			1		1	1			5
South Chicago, Ill.							1		1		2
South Fox Island, Mich.	1	1	1			1		2	1		7
South Haven, Mich.	2	1		1			1	1			6
South Manitou Island, Mich.	1	1			3	3	1		2	2	14
Spider Island, Wis.				1							1
Squaw Island, Mich.	1								1		2
Sturgeon Bay Canal, Wis.	2	1		3	2	2		2	3		15
Thompson, Mich.					1						1
Twin River Point, Wis.										1	1
Two Creeks, Wis.			1								1
Two Rivers, Wis.			1				1				2
Washington Island, Wis.	1			1		1					3
Waugoshance Island and Shoal, Mich.				1					1	1	3
Waukegan, Ill.		1	1						2		4
White Fish Bay and Point, Wis.	1					1					2
White River Harbor, Mich.	1						2	1	1		5
White Shoal, Mich.				1		1					2
Whiting, Ind.				1							1
Wiggins Point, Mich.				1							1
Zion City, Ill.					1						1

TABLE 67.—*List of places where American vessels have stranded during the last ten years at sea and in foreign waters.^a*

Abbey Island, Ireland.....		1									1
Africa:											
Aliwal Shoal, south coast.....							1				2
Axim, Gold Coast.....					1	1					1
Gorée.....	1										1
Senegambia.....				1							1
West Coast.....						1					1
Argentine Republic, Rosario.....				1							1
Australia, Bass Straits.....						1					1
Aves Island, Venezuela, Carib- bean Sea.....		1									1
Azores.....						1			1		2
Bahamas.....				1					1		2
Abaco Island.....		1		2			1		1		5
Bimini Islands.....					1						1
Caicos Island and Reefs.....		1									1
Egg Island Reef.....						1					1
Eleuthera Island.....	1										1
Gingerbread Ground.....				1					1		2
Great Bahama Bank.....	2										2
Harbor Island.....							1				1
Hog Cays.....							1				1
Hogsties Reef.....	1										1
Long Bank.....							1				1
Long Island.....					2						2
Rum Cay.....						1					1
Stirrup Key.....								1			1
Turks Island.....				2					1	1	4
Verd Cay.....			1								1
Walkers Cay.....	1										1
Bermudas.....				1	2				1		4

^a In a few instances the number of stranded vessels in this table does not agree with that reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—*List of places where American vessels have stranded during the last ten years at sea and in foreign waters—Continued.*

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
Brazil:											
Aracaju.....		1									1
Bahia.....			1								1
Cape St. Roque.....	1										1
Pernambuco.....						1					1
British Columbia:											
Active Pass.....										1	1
Bailey Island.....			1								1
Barclay Sound.....							1				1
Bonilla Point.....						1					1
Cape Lago.....										1	1
Carmanah.....		1						1			2
Chatham Sound.....						1					1
Clo-oose.....									1		1
Danger Reef.....		1									1
Denman Island.....			1								1
Discovery Passage.....	1			1			1	1			4
Entrance Island.....				1					1		1
Fitzhugh Sound.....				1							1
Georgian Point.....							1				1
Grahams Island.....									1		1
Haddington Island.....									1	1	2
Lasquiti Island.....					1						1
Mayne Island.....									2		2
Nanaimo.....				1							1
Oyster River.....										1	1
Pender Island.....			1								1
Seaforth Channel.....						1	1				2
Swanson Bay.....							1				1
Trial Island.....									1		1
Vancouver.....						1					1
Vancouver Island.....				1			1				2
Cape Breton Island:											
Arichat.....		1					1				2
Glace Bay.....						1					1
Indian Head.....							1				1
Louisburg.....							1				1
St. Peters Island.....	1										1
Scataria Island.....										1	1
Cape La Hague, France.....						1					1
Cape Parry, Arctic Ocean.....									1		1
Cape Verde Islands.....											1
Cape Whittle, Labrador.....	1					2					2
Cardiff, Wales.....	1										1
Caroline Islands, Pacific Ocean.....	2										2
Central America:											
Acajutla El Salvador.....						1					1
Bluefields, Nicaragua.....							1				1
Buttonwood Cay.....	1										1
Consiguina Point, Nicaragua.....	1										1
Corinto, Nicaragua.....									1		1
Corker Key.....						1					1
Courtown Bank.....			1					1			2
Jerovidances Reef, Honduras.....		1									1
La Libertad, El Salvador.....				1							1
Old Providence Island.....			1								1
Patuca River (mouth of).....					1						1
Two Kay Reef.....									1		1
China:											
Amoy.....		1									1
Hongkong.....	1						1		1		3
Macao.....						1					1
Pratas Reef.....					1						1
Shanghai.....						1					1
Shawlishan.....					1						1
Verecker Shoal.....		1									1
Cocos Island, Pacific Ocean.....										1	1
Cuba, West Indies:											
Baracoa.....				1							1
Batabaria.....									1		1
Cape Corienta.....								1			1
Cardenas.....	1			1							2
Cay Largo.....					1						1
Cienfuegos.....								1			1
Colorado Reef.....			1				1				2
Ile of Pines.....				1					2		3
Nipe Bay.....						1					1
Nuevitas.....	1										1

TABLE 67.—*List of places where American vessels have stranded during the last ten years at sea and in foreign waters—Continued.*

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
Cuba, West Indies—Continued.											
Paredon Grande Key.....									1		1
Romano Key.....		1									1
Sagua la Grande Harbor.....	2	1	1				1				5
San Carlos Reef.....	1										1
Santiago de Cuba.....		1									1
Dover, England.....										1	1
Dowsett Reef, near Layson Island.....		1									1
Falkland Islands, South Atlantic Ocean.....	1										1
Flinders Island, Tasmania.....	1										1
Haiti, Jacmel.....									1		1
Jamaica, West Indies:											
Bear Bush Key.....		1									1
Kingston.....			1								1
Ochos Rios.....							1				1
Port Antonio, Fort Point.....		1					1				2
Port Maria (near).....	1										1
St. Anns.....									1		1
Japan:											
Inoshima, Inland Sea.....		1									1
Najina Saki.....									1		1
Shimonaseki.....									1		1
Tokushima.....									1		1
Towi Saki.....			1								1
Yokohama.....									1		1
Lazaro Point.....	1										1
Lowland Point, Cornwall, Eng- land.....	1										1
Magdalen Islands, Gulf of St. Law- rence.....	1					2		1			4
Malaysia:											
Gaspar Strait, Sumatra.....			1								1
Princess Channel, Java.....								1			1
Sapy Strait, Sumbawa.....				1							1
Mexico:											
Alacran Reef.....	1				1	1					3
Altata Harbor.....				1							1
Alvarado Bar.....		1			1		1				3
Anagedas Reef.....			1								1
Bagdad.....	1										1
Campeche Bay.....								1			1
Arcos Cay.....					1						1
Triangles, The.....				1		1					2
Chamela Bay.....									1		1
Chiltepec.....									1		1
Chincorro Reef, off coast of Yucatan.....	1										1
Coatzacoalcas River Bar.....		1							1		2
Cozumel Island.....	1										1
Frontera.....							1				1
Geronimo Island.....			1								1
Guaymas.....					1						1
Lobos, Gulf of California.....					1						1
Mazatlan.....									1		1
Navidad Bay.....						1		1			2
Progreso.....					1						1
Rio Huach.....	1										1
Salina Cruz.....									2	1	3
San Blas.....					1						1
Santa Ana.....			1								1
Tampico.....		2		1						1	4
Topa.....							1				1
Tonalá Bar.....				1							1
Topolobampo.....						1				1	2
Midway Islands.....						1	1		2		4
Montevideo, Uruguay.....					1						1
New Brunswick:											
Beaver Harbor.....								1			1
Bliss Island.....									1		1
Campobello Island.....		1		1		1		1	1		5
Grand Manan Island.....		1	1					1	1		4
Hopewell Cape.....	1										1
Murr Ledges.....										1	1
Musquash, Bay of Fundy.....					1						1
Quaco.....									1		2
St. John.....		1	1								1
Salmon River.....										1	1
Shediac.....									1		1

TABLE 67.—*List of places where American vessels have stranded during the last ten years at sea and in foreign waters—Continued.*

Name of place.	Fiscal year ending June 30—										Total.
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	
Newcastle, New South Wales.					1						1
Newfoundland:											
Barnes Head.	1										1
Bay of Islands.					1		1		3		5
Bay of St. George.									1		1
Blanc Sablong.									1	1	1
Grand Bay.						1					1
Middle Island.							1				1
Miquelon Islands.									1		1
Point Breen.									1		1
Port aux Basques.			1			1					2
Port au Port.						1			2		3
Sand Island.	1										1
Nova Scotia:											
Argyle Harbor.								1			1
Beaver Harbor.						2					2
Bon Portage.									1		1
Brier Island.				1							1
Cape Canso.		1							1		2
Cape Negro.										1	1
Cape Sable.	1						1				2
Cape Sambro.	1							1			1
Cheverie.									1		1
Cranberry Isle.					1						1
Digby.						1			1		2
Goose Island.	1										1
Green Island.		1		1							2
Gull Island.			1								1
Gullivers Cove.			1								1
Gut of Canso.	1		1								3
Liscomb Ledges.	1							1			1
Little Harbor.				1							1
Little Hope Island.					1						1
Liverpool Harbor.		1									1
Locke Port.		1									1
Lunenburg.					1		1				2
Madame Island.		1									1
Moreton Island.										1	1
Mud Island.				1							1
Port Medway.	1										1
Pubnico.					1						1
Sable Island.	1	1				1					3
Shag Harbor.						1					1
Seal Island.				1		1					2
Shelburne.							1				1
Wentworth Creek.					1						1
Whitehead.			1	2			1				4
White Point.					1						1
Yarmouth.	1		1			1					3
Palliser Bay, New Zealand.							1				1
Papeete, Tahiti.			1								1
Philippine Islands:											
Cavite.								1			1
Corregidor Island.				1							1
Maricaban.								1			1
Plata River (mouth of), South America.		1				1					2
Port à Paix, Haiti.		1									1
Prince Edward Island.	1										1
East Point.								1			1
Tryon Shoal.		1				1					2
Sabine Bank, Gulf of Mexico.		1							1		2
Santo Domingo, West Indies:											
Catalina.										1	1
Porto Plata.				1							1
Silly Island, England.										1	1
Seal Rock, New South Wales.		1									1
Sarrana Keys, Caribbean Sea.		1									1
Sheerness, England.			1								1
Siberia:											
Anadir Bay.									1		1
Bald Head.								1			1
East Cape.							1	1			2
Indian Point.			1								1
Okhotsk Sea.										1	1
Stadland, Norway.			1								1
Staten Island, Argentine Republic.									1		1
Strait of Magellan, South America.	1	1	1					1			4

REPORT OF THE
BOARD ON LIFE-SAVING APPLIANCES.

MEETING CONVENED IN JUNE, 1908.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Massachusetts, June 30, 1908.

SIR: I have the honor to transmit herewith the report of the proceedings of the Board on Life-Saving Appliances at its meeting in Boston, Massachusetts, June.22-30, 1908, together with the papers referred to it for consideration.

O. H. TITTMANN,
*Superintendent U. S. Coast and Geodetic Survey,
President of the Board.*

Hon. S. I. KIMBALL,
*General Superintendent, United States Life-Saving Service,
Washington, District of Columbia.*

REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury by department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 147, at 10 a. m. June 22, 1908, at the call of the president of the board, dated May 28, 1908, for the transaction of such business as should be properly brought before it.

Lieutenant A. L. Gamble, U. S. Revenue-Cutter Service, assistant inspector of life-saving stations, having been relieved from duty as recorder of the board, retaining membership thereon, Mr. Edwin E. Chapman, superintendent, Tenth life-saving district, a member of the board, was designated recorder, vice Gamble, by department letter of June 5, 1908.

Present: Hon. O. H. Tittmann, Superintendent Coast and Geodetic Survey, president; Colonel D. A. Lyle, Ordnance Department, U. S. Army; Lieutenant A. L. Gamble, U. S. Revenue-Cutter Service, assistant inspector of life-saving stations; Superintendent J. G. Kiah, Eleventh life-saving district; Superintendent H. M. Knowles, Third life-saving district; Superintendent S. H. Harding, First life-saving district; Superintendent E. E. Chapman, Tenth life-saving district, recorder.

Hon. S. I. Kimball, General Superintendent of the Life-Saving Service, was also present.

II.—DOCKET.

CLASS I.—WRECK ORDNANCE.

1. Behr's line-throwing gun (A. E. Piorkowski).
2. Line-carrying projectile (John E. Shearman).
3. Improved shot and line block (United States Life-Saving Equipment Company).
4. Ventilating shot-line box (J. G. Kiah.)

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Lifeboat (Ray A. Northup).
2. Patented lifeboat (A. T. Broch).
3. Cork fenders for surfboats.
4. Dalton's illuminated block (United States Life-Saving Equipment Company).
5. Antifouling device for whip and hawser (F. S. Allen).
6. Boat anchor (A. F. Eells).
7. Kapok life-belts (Alexander Milburn Company).
8. Telephonic communication between wreck and shore (H. J. Ward).
9. Acetylene gas light (Imperial Automatic Light, Limited).
10. Outdoor lights (The Bolte & Weyer Company).
11. Milburn light (Alexander Milburn Company).
12. New acetylene gas burner (J. B. Colt Company).
13. Casey lantern (Keystone Lantern Company).
14. Station-watchman's time detector (Newman Clock Company).
15. Thermalite bag.
16. Floating life-saving station (Francis C. Martin).
17. Safety foundation (J. W. Dunn).
18. Self-transporting power surfboat (F. H. Leonard.)

III.—COMMITTEES.

1. COMMITTEES APPOINTED.

CLASS I.—WRECK ORDNANCE.

1. On Behr's line-throwing gun (A. E. Piorkowski): Colonel D. A. Lyle, Lieutenant A. L. Gamble, Superintendent E. E. Chapman.
2. On Shearman's line-carrying projectile: Superintendent J. G. Kiah, Superintendent H. M. Knowles, Superintendent S. H. Harding.
3. On United States Life-Saving Equipment Company's improved shot and line block: Superintendent H. M. Knowles, Superintendent J. G. Kiah, Superintendent S. H. Harding.
4. On Kiah's ventilating shot-line box: Lieutenant A. L. Gamble, Colonel D. A. Lyle, Superintendent E. E. Chapman.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Northup's lifeboat: The full board.
2. On Broch's patented lifeboat: The full board.
3. On cork fenders for surfboats: The full board.
4. On Dalton's illuminated block (United States Life-Saving Equipment Company): Superintendent E. E. Chapman, Superintendent J. G. Kiah, Superintendent H. M. Knowles.
5. On Allen's antifouling device for whip and hawser: Superintendent H. M. Knowles, Superintendent J. G. Kiah, Lieutenant A. L. Gamble.
6. On Eells's boat anchor: Lieutenant A. L. Gamble, Superintendent H. M. Knowles, Superintendent S. H. Harding.
7. On kapok life-belts (Alexander Milburn Company): Superintendent E. E. Chapman, Lieutenant A. L. Gamble, Superintendent S. H. Harding.
8. On telephonic communication between wreck and shore (H. J. Ward): Superintendent S. H. Harding, Superintendent H. M. Knowles, Superintendent J. G. Kiah.
9. On acetylene gas light (Imperial Automatic Light, Limited): Superintendent J. G. Kiah, Colonel D. A. Lyle, Lieutenant A. L. Gamble.
10. On The Bolte & Weyer Company's outdoor lights: Superintendent S. H. Harding, Superintendent E. E. Chapman, Superintendent H. M. Knowles.
11. On Milburn light (Alexander Milburn Company): The full board.
12. On J. B. Colt Company's new acetylene gas burner: Superintendent H. M. Knowles, Superintendent E. E. Chapman, Colonel D. A. Lyle.
13. On Casey lantern (Keystone Lantern Company): Superintendent J. G. Kiah, Superintendent S. H. Harding, Superintendent H. M. Knowles.
14. On Newman Clock Company's station-watchman's time detector: Superintendent S. H. Harding, Superintendent J. G. Kiah, Lieutenant A. L. Gamble.
15. On thermalite bag: The full board.
16. On Martin's floating life-saving station: The full board.
17. On Dunn's safety foundation: The full board.
18. On Leonard's self-transporting power surfboat: Lieutenant A. L. Gamble, Superintendent H. M. Knowles, Superintendent S. H. Harding.

2. COMMITTEES REPORTED.

CLASS I.—WRECK ORDNANCE.

1. On Behr's line-throwing gun (A. E. Piorkowski).
2. On Shearman's line-carrying projectile.
3. On United States Life-Saving Equipment Company's improved shot and line block.
4. On Kiah's ventilating shot-line box.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. On Northup's lifeboat.
2. On Broch's patented lifeboat.
3. On cork fenders for surfboats.
4. On Dalton's illuminated block (United States Life-Saving Equipment Company).
5. On Allen's antifouling device for whip and hawser.
6. On Eells's boat anchor.

7. On kapok life-belts (Alexander Milburn Company).
8. On telephonic communication between wreck and shore (H. J. Ward).
9. On acetylene gas light (Imperial Automatic Light, Limited).
10. On the Bolte & Weyer Company's outdoor lights.
11. On Milburn light (Alexander Milburn Company).
12. On J. B. Colt Company's new acetylene gas burner.
13. On Casey lantern (Keystone Lantern Company).
14. On Newman Clock Company's station-watchman's time detector.
15. On thermalite bag.
16. On Martin's floating life-saving station.
17. On Dunn's safety foundation.
18. On Leonard's self-transporting power surfboat.

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices and to set forth the merits claimed for them.

V.—TESTS.

1. Ventilating shot-line box (J. G. Kiah).
2. Milburn light (Alexander Milburn Company).

VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—WRECK ORDNANCE.

1. *Behr's line-throwing gun (A. E. Piorkowski).*

Results.—This gun was submitted by a sample and a pamphlet giving a general description of the apparatus. It consists of a hand or shoulder gun, fitted with a hydro-pneumatic brake to control the recoil. A small line-rocket fired from the gun picks up a "line-ring" placed on the muzzle, which carries out a line attached to said ring. The line is coiled in a cylinder and pays out in firing. A roller is used in coiling the line and is removed before firing. Lines from $2\frac{1}{2}$ to 5 millimeters in diameter are used. The cost of the apparatus, including gun, 2 lines, and 30 rounds of ammunition, delivered in New York, free of duty, is \$250.

No agent appeared to explain the action of the apparatus, and the gun, without any accessories, etc., was the only exhibit.

As there were no means of testing the gun at this meeting, the subject will be continued on the docket to await further information, and the presence of an exhibitor to manipulate the apparatus and explain its action.

2. *Shearman's line-carrying projectile.*

Results.—This projectile was before the board at its last session. At that time the board was informed by Mr. John E. Shearman, a son of the inventor of the projectile, that his father had been injured in a carriage accident, and had not been able to have a new projectile prepared for submission at that meeting. It was requested that, in case the board should retain the subject on its docket, he be notified of the date of its next meeting in order that he might then be able to properly present the matter. (See Annual Report of the Life-Saving Service for 1907, p. 462). Under date of August 6, 1907, the General Superintendent of the Life-Saving Service informed Mr. Shearman that the subject had been continued on the docket as requested.

A letter was addressed to Mr. John E. Shearman, under date of June 4, 1908, informing him that the projectile would be taken up by the board for consideration at this meeting. In reply he states that his father is not in a position to do anything in relation to the device at this time, and requests that the matter be dropped from the docket. The subject will be dropped accordingly.

3. *United States Life-Saving Equipment Company's improved shot and line block.*

Results.—This combination line and light carrying shot is brought over from the last meeting of the board as unfinished business. It was first presented to the board at its regular meeting held in August, 1906, by the United States Life-Saving Equipment Company. It was fully described by letter, and its use was further explained

in detail by Mr. John W. Dalton, president of the company. The device was also given trial tests at the Point Allerton life-saving station. The results of the tests, as shown by the records of that meeting, were not entirely satisfactory, owing, as stated by the exhibitors, to an imperfection in the device. (See Annual Report of the Life-Saving Service for 1907, p. 448.) Mr. Dalton, who was present and under whose direction the tests were made, desired that the matter be continued on the docket with the view of perfecting the block. Mr. B. F. Gibby, who claimed to control a majority of the stock of the company, appeared before the board with a like request. The request was granted.

On June 27, 1908, Mr. John W. Dalton, president of the United States Life-Saving Equipment Company, appeared before the board in relation to this block and requested that the matter be dropped from the docket. The subject will be dropped.

4. *Kiah's ventilating shot-line box.*

Results.—This shot-line box is submitted by Superintendent J. G. Kiah, of the Eleventh life-saving district. Its advantages over the old type are a reduction in the size and weight of the box and the ventilation of the line, afforded by wire-screen sides and top. In its present form it is submitted as a No. 4 shot-line box 19 inches long, 18 inches wide, and 10½ inches deep, containing 2.1 cubic feet. The No. 4 shot-line box now in use in the service measures as follows: Length 24 inches, breadth 16 inches, height 13½ inches, and contains 3.1 cubic feet. The weight of the No. 4 ventilating shot-line box is 15½ pounds, while the type of box now in use weighs 30 pounds. The ventilating shot-line box is supplied with 48 aluminum pins; the present type with 32 hickory pins. The increase in the number of pins is made possible by the less diameter of the aluminum pins compared with that of the hickory pins. This increases the capacity of the box in faking.

A No. 4 laid shot line 630 yards in length was faked in the ventilating box and reached to within 2 inches of the top of the pins. The height of the box could be reduced accordingly—a further saving in weight and space. The faking box was tested at the Point Allerton life-saving station and it proved satisfactory in every respect.

Opinion.—The board is of the opinion that this faking box possesses advantages, viz, reduction in size and weight, and merits trial in the service.

Recommendation.—The board respectfully recommends that several of these faking boxes, built for No. 4 and No. 7 shot lines, be purchased for tests in actual service in such districts as the General Superintendent of the Life-Saving Service may deem desirable.

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES

1. *Northup's lifeboat.*

Results.—This boat was before the board at its last two meetings, and action was deferred in both instances to afford the inventor an opportunity to prepare and submit a working model with which appropriate tests could be made.

The inventor was again notified, by letter of June 5, 1908, calling his attention to the matter and informing him of the approaching session of the board. As nothing has been heard from him in relation to the subject, it will be dropped from the docket.

2. *Broch's patented lifeboat.*

Results.—This lifeboat is submitted by the inventor, A. T. Broch, by letters and drawings and clippings from the New York press. The unusual features of the boat are as follows: There is a heavy keel beam, which is mortised out to receive 4 brass rollers on the under side of the keel and 3 on each of its lateral surfaces to reduce the friction of launching when the boat slides from its ways. Launching is accomplished by pulling a trigger or lever, called the "releasing mechanism." This allows the movable part of the way, upon which the boat is resting, to tilt downward at an angle of 45 degrees, releasing the boat, which is then carried on the permanent ways into the water. According to the press clippings, a test was held in New York on January 6, 1908, in which the boat containing the inventor was dropped from a ship's deck, a distance of 15 feet, into the water. The press clippings state that no injury was done either to the boat or its occupant. The bow is so framed as to prevent immersion, and both bow and stern are built up with rounded or whaleback ends. This contributes to quick recovery of the boat when launched, prevents shipping of seas over bow or stern, and serves as further protection to the canvas cover which spreads on a ridge pole. From the drawings, the cover is of the melon type, lifting at each side. If the boat is to be propelled by a motor, the cover can be secured snugly to

gunwale by dogs or clamps to be operated from the inside or outside. Fresh-water tanks are carried just above the keel to give the boat increased stiffness. The description furnished is that of the boat for launching from shipboard, which is beyond the province of the board. The inventor submits a drawing of the boat fitted for launching into deep water from a life-saving station located on the beach. This involves a special system of piles, struts, and launchways. There is no arrangement for transporting the boat along the beach, for launching it upon arrival at the scene of wreck, or for returning it to the station after use.

Opinion.—From the information before the board the boat does not appear to be suited to the requirements of the Life-Saving Service.

3. *Cork fenders for surfboats.*

Results.—This matter is brought before the board by letter of the General Superintendent of the Life-Saving Service dated June 16, 1908, requesting the views of the board as to the minimum size of cork fenders for surfboats. The General Superintendent refers to the action of the board at its meeting held in August, 1906, as published in the Annual Report of the Life-Saving Service for 1907 (p. 451), wherein the opinion is expressed "that all surfboats of the service should be equipped with cork fenders the diameter of which shall not exceed 5 inches."

Opinion.—The board is of the opinion that the minimum diameter of cork fenders on surfboats should be not less than 3 inches.

4. *Dalton's illuminated block.*

Results.—This subject was before the board at its last meeting and was continued on the docket at the request of the parties concerned until the next meeting of the board. Mr. John W. Dalton, president of the United States Life-Saving Equipment Company, appeared before the board and stated that as they had been unable as yet to complete and perfect the device as they desired, he would request that the subject be temporarily removed from the docket. In view of the request of Mr. Dalton, the subject will be dropped from the docket without prejudice.

5. *Allen's antifouling device for whip and hawser.*

Results.—This device was continued from the last docket in order that it might be given a better trial. It has since been tested at the Breton Point life-saving station with apparently satisfactory results, so far as the claims of the inventor are concerned, in preventing whip and hawser from fouling. No opportunity presented itself for trial on a gently shelving beach with a shallow sea and a short wind and broken seas with a strong sweep. It is possible that under such conditions there would be insufficient weight to insure stability and prevent it from being tumbled over in some manner that would foul the lines and cause trouble. The most obvious objections to its use are, first, the addition of another device to the beach apparatus; second, the danger of a misunderstanding of the object and actual use of the device by persons on board a stranded vessel not familiar with the apparatus; third, the knife attachment, which is intended to be used to clear the device, would at a time when great excitement prevails and lives are at stake probably be a dangerous implement in the hands of persons not acquainted with the apparatus, as its use would likely be mistaken on such critical occasions and some of the lines might be cut, thus retarding a rescue or preventing it altogether.

Opinion.—The board is of the opinion that while this device would probably accomplish all for which it is designed, it presents no advantages over the "heaving stick" (when used for the same purpose) and the weighted tally board, used so many years in the Life-Saving Service.

6. *Eells's boat anchor.*

Results.—This device was continued on the docket from last year as unfinished business. Owing to the fact that no arrangements had been made for a thorough test before the board of the qualities of this anchor, it was recommended that a final opinion be not formulated until the anchor had been tested before the U. S. Revenue-Cutter Service board, which was to convene on the *Gresham* a few weeks later. Upon request, a copy of the proceedings of that board was furnished by the Division of Revenue-Cutter Service. The report shows that the Eells anchor was tested in competition with other types.

By a rating according to pull per pound weight, the Eells anchor showed a marked superiority over the others, the dynamometer registering 10.91, 9.42, 7.37, and 6.43 pounds, respectively, per pound weight of anchor.

By a rating according to pull per square foot of holding surface, the Eells patent anchor stood third, the dynameter registering 3812, 3646, 2308, and 1974, respectively, per square foot of holding surface.

The test of pull per pound weight is more important. The lower rating of the Eells anchor per square foot of holding surface is due to a different distribution of metal, placing a larger proportion of the metal in the single fluke. The keeper of the Point Allerton life-saving station submitted reports of tests of this anchor at that station. His reports are favorable to this type.

A disadvantage of this anchor is the probability of its being iced up in freezing weather, thus preventing the opening of the fluke and depriving the anchor of the holding power of what should be its most efficient part. This disadvantage would not hold in southern waters.

Another disadvantage is that the projecting flanges and cross bar in the crown offer points which might puncture the bottom planking of the boat.

The advantage offered is its greatly increased holding qualities.

Opinion.—In view of the disadvantages and the advantage above stated, the board does not consider this anchor preferable to the types now in use. It is suggested that the inventor be requested to supply three or more anchors for further tests in several districts where different conditions exist. The subject will be continued on the docket, awaiting further information.

7. *Kapok life belts (Alexander Milburn Company).*

Results.—These belts are presented to the board by the Alexander Milburn Company, 507 Lombard street, Baltimore, Maryland, through letters and documents and by two sample belts, viz, a life belt proper and a so-called pillow life belt.

On June 25, 1908, Mr. A. F. Jenkins, president of the Alexander Milburn Company, appeared before the board and submitted the following data: (1) The kapok life belt has been adopted by the Royal National Lifeboat Institution of Great Britain, and is almost exclusively used by the naval and merchant marine of France, and is prescribed by Germany and Russia for their navies. (2) The belt is moth and vermin proof. (3) It can be made up in any pattern. (4) Its buoyancy is about three times that of the cork belt. (5) Only Java kapok of long staple is used in its manufacture. (6) The great advantages of kapok over cork are the less weight of the belt and the greater freedom of action allowed the wearer. (7) Kapok will not deteriorate, and will not mat. (8) It will support 24 times its weight in water, and has very little absorbent quality. (9) Mr. Jenkins states that he thinks it possible to furnish kapok life belts at a price not materially different from the present cost of cork life belts now used in the service.

Kapok is a vegetable, silky-floss fiber, obtained, it is understood, from the pod of the kapok tree of Java. It has long been used in upholstering, but for life belts it is a very decided departure from any material heretofore used in the Life-Saving Service. From the facilities at hand the board was unable to determine by test whether kapok is adapted for use in life belts of the Life-Saving Service.

Recommendation.—The board respectfully recommends that the General Superintendent of the Life-Saving Service purchase several of these belts and distribute them, as in his judgment may seem proper, for trial in the service, in order to determine the merits of kapok for life belts as compared with cork, and that reports of such trials be submitted to the board at its next meeting.

8. *Ward's device for telephonic communication between wreck and shore.*

Results.—This invention was submitted to the board at its meeting convened in June, 1907. Under date of June 8, 1907, the inventor reported that he was not at that time prepared to place his invention before the board as he would like. The subject was continued on the docket for future consideration. The General Superintendent of the Life-Saving Service notified Mr. Ward on June 4, 1908, that the board would be in session beginning on June 22, 1908, and that if he desired to have his device taken up by the board he should so advise before the date of meeting. A letter addressed to the General Superintendent by Mr. Ward, under date of June 18, 1908, states that his device is not patented, as the Patent Office does not consider it novel, in view of the fact that communication has been had with the shore through cables from ships. The inventor further states that he will furnish lines to the Government of the very best quality of hemp fiber of extra selected stock, manufactured in the Portland Cordage Company's factories, with a core compound of rubber-covered stranded wire, 30 per cent compound, wires twisted in pairs and covered with a braid over all, thus making a 3-inch hawser, which will weigh about 1 pound to 3 feet, at a price of 34 cents per pound.

Opinion.—The board is of the opinion that this device, as submitted, is at present impracticable for use in the Life-Saving Service. The following are some reasons upon which the opinion is based: (1) Vessels would have to be equipped with telephone instruments. (2) The impossibility in a bad shipwreck of connecting instrument with cable. (3) The added weight to be transported with the beach apparatus to the scene of disaster. (4) The liability of parting connecting cable by the rolling of the vessel, broken timbers, etc.

9. *Acetylene gas light (The Imperial Automatic Light, Limited).*

Results.—This light is presented by letter of April 29, 1908, by The Imperial Automatic Light (Limited), London, through its general manager. The letter is accompanied by a catalogue illustrating and describing the light manufactured by the company.

In letter addressed to the General Superintendent of the Life-Saving Service by the general manager of the company, dated March 17, 1908, the general manager states that "I shall be pleased to place at your disposal on trial two or three of the same class of lights as that which the Royal National Lifeboat Institution proposes to adopt (Class E, in the list). There will be no obligation on your part to purchase them unless their performances come up to your requirements. They shall be sent to you freight free, and all I ask is that, should you not approve of them after giving them a severe trial, you will return them in as good condition as possible to our works, all charges paid."

The weight of light, Class E, as given in the catalogue, is 59 pounds empty, and 135 pounds fully charged; number of hours burning capacity, 12. It is of about 1,000 candle power. The price is £9 17s. 6d.

In a memorandum with the papers referred to the board, dated May 23, 1908, it is stated that Mr. Alexander F. Jenkins, president of the Alexander Milburn Company, Baltimore, Maryland, says that no carbide manufactured in the United States can be used with this light.

Recommendation.—The board respectfully recommends that, if the manufacturers will furnish two or more of these lights, they be sent to such stations as the General Superintendent of the Life-Saving Service may direct for trial, provided the lights can be used with the ordinary commercial carbide, and that they be furnished and returned at the expense of the manufacturers, in accordance with Rule VIII of the Rules and Regulations of the Board on Life-Saving Appliances.

10. *The Bolte & Weyer Company's outdoor lights.*

Results.—The merits claimed for these lights by the makers were submitted to the General Superintendent of the Life-Saving Service by letters and folders under dates of March 17, 1908, and April 3 and 20, 1908. No working model was received. The folders show a gasoline-burning apparatus for portable, stationary, and suspended indoor and outdoor lights, but do not describe each working part of the arrangement.

Under date of June 3, 1908, the General Superintendent of the Life-Saving Service informed The Bolte & Weyer Company that samples of the lights might be sent to the board for examination, and that their representative might be present at its meetings.

As no samples have been received and no representative of the company has been present the subject will be dropped from the docket.

11. *Milburn light.*

Results.—This subject came over as unfinished business from the last meeting of the board, at which time the following recommendation was made:

"The board recommends that the General Superintendent procure several of these lights for tests at such stations as he may select, and that the reports of the station keepers be submitted to the board at its next meeting."

A number of these lights were purchased and distributed by the General Superintendent in accordance with the above recommendation, and the reports of the keepers of the following-named stations are submitted to the board: Quonochontaug and Sandy Point stations, Third district; Point of Woods, Fire Island, and Oak Island stations, Fourth district; Harbor Beach and Marquette stations, Eleventh district; and Sturgeon Bay Canal station, Twelfth district.

From the reports of the keepers and from a further test of the light made before the board by the president of the Alexander Milburn Company at the Point Allerton life-saving station on Friday, June 26, 1908, it appears that while the light is all that it was represented to be, there is, however, necessity for further improvement before

it will fully meet the requirements of the service. Mr. A. F. Jenkins, president of the company, has agreed to make, without cost to the Government, the necessary changes suggested by the board in the lights now owned by the Life-Saving Service.

Recommendation.—The board recommends that, as soon as the changes referred to have been made in the lights now owned by the service, the General Superintendent of the Life-Saving Service direct the superintendents having the lights in their districts to cause further tests to be made under as severe weather conditions as possible, and that the reports of such tests be submitted to the board at its next meeting.

12. *J. B. Colt Company's new acetylene gas-burner.*

Results.—This subject was before the board at its last meeting and was continued on the docket at the request of the company, in order to afford an opportunity for the company to complete the construction of a new burner. A letter from the company states that owing to the serious illness of its chief engineer it is not able to present the improved burner at this meeting of the board, and requests that its consideration be postponed to a future meeting.

The subject will be continued on the docket as unfinished business until the next meeting of the board.

13. *Casey lantern (Keystone Lantern Company).*

Results.—This lantern is submitted to the board by the Keystone Lantern Company, of Philadelphia, Pennsylvania. From the description and claims of the company regarding it, it may be found to be superior to the patrol lantern now in use in the Life-Saving Service. Two lanterns were furnished by the company for tests. The lantern is lighted in the ordinary way—either by removing the globe or the oil pot—and to raise or lower the wick, after being lighted, it is only necessary to grasp the bottom of the oil cup and turn it to the right or left. The flame seems to be well protected by a tin shield inside of the draft holes at the bottom of the lantern, so that the wind can not strike it direct. The general construction would seem to indicate durability.

Opinion.—The board is of the opinion that this type of lantern possesses some advantages over those now in general use in the Life-Saving Service.

Recommendation.—The board recommends that if the manufacturers will provide three or more of these lights for trial, the General Superintendent of the Life-Saving Service place them at such stations as he may deem best, and that reports of such tests be submitted to the board at its next meeting.

14. *Newman's station-watchman's time detector.*

Results.—This device (full size) is submitted by the Newman Clock Company, of Chicago, Illinois. It is a combined clock and time detector, inclosed in an oak case 14 by 14 by 4½ inches, the back of which is fitted with brass hinges and designed to be screwed onto a wall or other suitable place. The case is locked by a combination locking and winding key 4¾ inches long and one-fourth inch in diameter. The device opens from the back, exposing an inner oak case 7½ by 7½ by 2 inches. Inside of this case is the clock mechanism, and on the outside is exposed the pointer, pricker, and dial holder. From the center of the inner case project 2 flange pins, upon which is transfixed the dial card. The shaft for setting the clock hands protrudes through the center of the dial card. The detector arrangement consists of a small brass rod, extending from the side of the inner case outward through the key escutcheon in the outer case. On the outer end of this rod is a push button. At the extreme inner end of the rod is pivoted a brass crossbar or lever, which has on its inner end a pin one-half inch in length. Pressure on the push button causes the pin to puncture the dial card. A spiral spring is so fitted on the rod that when pressure is removed from the button, the rod is forced out to its position of rest. The locking device consists of a brass rod 4¾ inches long and three-eighths inch in diameter, fitted with springs and pointer attachment. When the clock is locked or unlocked this pointer plunges downward, pricking a hole in the dial card. This feature of the device detects any tampering with the clock, thus recording the times of unlocking and locking the outer case. The dial cards are 6½ inches in diameter and are divided into quadrants graduated into twelve hours each, representing the first day, first night, second day, and second night. The dials are easily adjusted, and when the device is locked and in operation a slight pressure on the push button punctures the dial card. The clock is a so-called eight-day clock. In their letter to the board, under date of June 22, 1908, the Newman Clock Company states that the movement of the sample sub-

mitted is not a high-grade movement, and sells for \$12, but that a clock with superior works can be supplied at a price between \$20 and \$25, and that they will guarantee them to be of the highest grade.

Opinion.—The board is of the opinion that this combined station clock and time detector of best quality is adapted to replace at certain stations the regular station clock and the time detector used by the station watchman or lookout, and this at a reduction of cost.

Recommendation.—The board respectfully recommends that, at stations where it is advantageous to replace, by a single device, the clock and detector referred to in the above opinion, the General Superintendent of the Life-Saving Service supply the single instrument for replacements, and for original installations at such stations as may to him appear advantageous.

15. *Thermalite-bag.*

Results.—The active principle of this bag is believed to be sodium acetate. When the bag is placed in boiling water for several minutes this compound melts and forms a supersaturated solution of the substance. When crystallization is induced, this liquid, as indicated in the directions accompanying the bag, liberates heat. If a small quantity of the solid contents of one of the bags be added to the liquid contents of another of the bags, crystallization of the contents is induced without delay and heat is given off.

Opinion.—The board is of the opinion, from all the information available at this time, that this bag would prove to be a useful substitute for the ordinary hot-water bag, and would be a valuable adjunct to the medicine chests of the Life-Saving Service.

Recommendation.—The board recommends that when funds are available such number of these bags as the General Superintendent of the Life-Saving Service may deem desirable be purchased and issued for use at such stations as may be selected for test and report.

16. *F. C. Martin's floating life-saving station.*

Results.—This invention is a floating structure or tank divided into suitable compartments and designed to be used as a life-saving station, and to be anchored in the surf, or at some distance from the shore. The compartments are intended to be used as living rooms for the crew, storage rooms, hospital, power room, boathouse, oil tank, and tanks for water ballast. The structure is open to the rear to furnish a shelter or bay for the entrance, storage, and launching of a boat from a protected situation. It is intended to have inclined launching ways and a cradle operated by hawser for hauling up the boat. A cylindrical tower is provided upon the superstructure, with a "lookout" on top, reached by an interior spiral staircase. A searchlight is installed on this tower to be used in sweeping and lighting the vicinity. The contents of the oil tank or reservoir are to be used "for quieting the water when launching the boat."

The principal information available is contained in the printed specifications accompanying the application for letters patent. The details of the scheme of construction are not worked out sufficiently to give a definite idea of the cost.

The Life-Saving Service already has a type of floating life-saving station that answers all requirements, and which can be supplied apparently at less cost.

The anchoring of this floating station—"adapted to be anchored in the surf"—is a measure of doubtful expediency. The strain upon the anchorage and the buffeting by the surf when so anchored would not be conducive to the comfort of the crew nor to the durability of the structure. The use of oil in shoal water has not been found efficacious. The claim that the searchlight will obviate the necessity for a patrol along the shore is rather too comprehensive.

Opinion.—The board is of the opinion that this floating station and its necessary adjuncts do not possess sufficient advantages to warrant their adoption by the Life-Saving Service.

17. *Dunn's safety foundation for life-saving stations.*

Results.—This plan of construction is designed by Joseph W. Dunn, of Tarpon, Nueces County, Tex., and is submitted to the board by descriptive letters, pencil drawings, and model. It is not patented.

The foundation consists of an interbraced trussed skeleton frame made up of three parallel rows of piling, five piles or uprights to the row, capped by three lengthwise and two cross-section foundation or floor sills. The interbracing truss plan is that of a Saint Andrews cross. The piles are to be of yellow pine, 12 by 12 inches, creosoted,

the truss braces of yellow pine or other timber, 8 by 8 inches, and the sills of yellow pine, 12 by 12 inches. All fastenings are to be galvanized iron. The structure is designed for use on storm-flooded coasts as a foundation for life-saving stations, houses of refuge, or for private purposes. The details of construction, such as height above ground, depth of piles in the earth, dimensions of building, size of timber braces, and reinforcement of weak parts, are all to be determined by the officer in charge.

The inventor states that for an amount sufficient to keep him in comfort during the balance of his life, say an amount equal to the pay of a keeper of a life-saving station, he will execute to the Government a good and sufficient transfer of all right, title, and interest in "Dunn's safety foundation for life-saving buildings."

Opinion.—In the opinion of the board, Dunn's safety foundation presents no principles or features beyond those at present in use by the Life-Saving Service in foundation work.

18. *Leonard's self-transporting power surfboat (F. H. Leonard).*

Results.—This device is submitted by the inventor through letter, sketches, and detailed description. It is to be a paddle-wheel, gasoline propelled, vessel. The inventor suggests the following dimensions: Length over all 50 feet, breadth of beam 10 feet, draft 4 feet, estimated power 25 indicated horse power; probable cost \$3,000 to \$5,000.

The boat is to be constructed with a long, sharp, overhanging bow, the advantage claimed for it being its ability to cut through the seas. The most prominent feature of the boat is that it is intended to run over the beach as well as to navigate through seas. The outer and inner rims of the paddle wheel are to be given unusual strength by heavy construction and by the connecting bars between. When on land the weight of the vessel will rest on these wheels and on metal rollers set into a heavy channel bar keel. The beackets of the paddle wheels are set on an inner circle so as not to be exposed to damage on the beach. The rudder is a wheel, used in directing the boat along the beach and steering it while in the water. The crew is to consist of four men—captain, engineer, and two seamen. The captain and engineer are to remain inside of a tower, answering to pilot house; the seamen to be on deck at time of a rescue. The boat is to be fitted with one mast, supporting a derrick, along which a life car will be hauled, running on a trolley. This car will contain one of the seamen, who will be hauled in and out by the captain, stationed in the tower. When directly over the wrecked vessel's deck, or over a person struggling in the water, the car is slacked into the sea and the rescued person taken on board. The second seaman is to stand by to receive the rescued persons as they are hauled on board. The inventor claims that this boat can be run up on ice fields.

Opinion.—The board is of the opinion that this device is not adapted to the needs of the Life-Saving Service. The scheme of hauling persons out on an overhanging boom, thrashing about in a seaway, would be most dangerous to them. The vessel could not be directed over any but the smoothest beaches. With the forward body cut away as in the drawings, the bow would be beaten off by the seas, and the imperfect wheel rudder would be of little help in getting the vessel head to the sea.

VII.—UNFINISHED BUSINESS.

CLASS I.—WRECK ORDNANCE.

1. Behr's line-throwing gun (A. E. Piorkowski).

CLASS II.—BOATS AND MISCELLANEOUS APPLIANCES.

1. Eells's boat anchor (A. F. Eells).
2. Kapok life belts (Alexander Milburn Company).
3. Acetylene gas light (The Imperial Automatic Light (Limited)).
4. Milburn light (Alexander Milburn Company).
5. J. B. Colt Company's new acetylene gas burner.
6. Casey lantern (Keystone Lantern Company).

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